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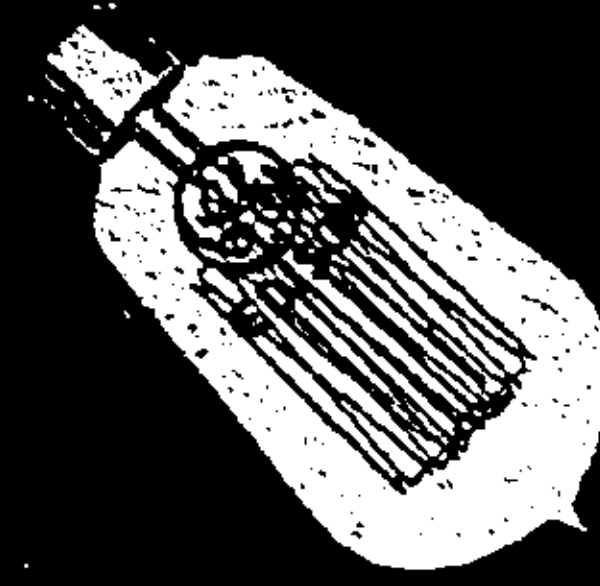
(ESTABLISHED 1881.)

68969 五拜禮 號七十月十英港香 FRIDAY, OCTOBER 17, 1919.

日四廿月八

SINGLE COPY: 10 CTS
\$36 PER ANNUM.

EDISON LAMPS



FROM ELECTRICAL DEALERS

REUTER'S TELEGRAMS.

LORD FISHER'S MEMORIES.

A VERDICT ON LORD KITCHENER.

London, October 14.
Lord Fisher's "Memories" in today's *Times*, deals with the Dardanelles, and he emphasises that he alone opposed the naval operations, but remained at the Admiralty because he desired to see his large building programme carried out. He admits that there was frequent tension in those days between himself and Lord Kitchener and he sent an ultimatum to Lord Kitchener one day that if the Queen Elizabeth was not withdrawn from the Dardanelles he would leave the Admiralty. The next day it was "lucky that she did leave," for, adds Lord Fisher "German submarines had been prowling around looking for her for a fortnight and neglecting all other battleships." They finally blew up her wooden dummy, thinking they had got her at last.

Lord Fisher incidentally mentions that the British fleet of dummy battleships greatly confused the Germans.

The "Memories" are written with great raciness, and contain numerous interesting opinions, with sidelights on men and events. For example, he says that he forgives Lord Cromer for not inserting a certain précis on the Dardanelles in the Report of the Commission, because "in his prime he did me a good deed. I entreated him to cut the channel into Alexandria Harbour deep enough for a Dreadnought and he did it, although it cost £1,000,000. He thus provided an incalculably advantageous base."

Lord Fisher hints at a one-time big scheme "to polish off not only every human soul in Heligoland and its surrounding fleet, but every rabbit" by an invisible, scentless, and deadly poison gas. He does not mention details of what stopped the plan. His description of Lord Kitchener is perhaps worth quoting: "He was great man but a great deception, inasmuch he could not do what people thought he could. He was like Moses; he was a great commissariat officer, but he was not a Napoleon or a Molke. He was a Carnot in *excelsis* and a facile dupe of his own fallings."

GENERAL DENIKIN'S ADVANCE.

MAY SOON REACH MOSCOW.

London, October 14.
Messages from Helsingfors confirm the impression in London that the Soviet's position is extremely critical, owing to the advance of General Denikin, who is under 200 miles from Moscow, which it is anticipated he will reach within a month. The Bolsheviks have been preparing for evacuation since the fall of Kurik.

It is reported that Trotsky told a Communist meeting that Soviet troops cannot stand a winter campaign.

General Denikin's offensive is now directed against Orel and Tura, both of which are heavily fortified. It is anticipated that if Tura falls the Peoples Commissaries will flee towards Turkistan.

THE BALTIC SITUATION.

POSITION STILL OBSCURE.

London, October 13.
The latest news from Riga is that the Lettish Government has returned to the City and is making a big effort to secure the co-operation of the Baltic States against General Von der Goltz. The situation is however, most obscure, although it is now clear that Colonel Bermond with his Russ-German army never captured the whole of Riga, but only the suburbs south of the river, from which he has now been driven out. Colonel Bermond seems to be playing a lone hand, on behalf of the Baltic Barons.

EX-CROWN PRINCE CONFESSES.

WANTED PEACE IN 1914.

Berlin, October 14.
The *Tagliche Rundschau* publishes a letter from the ex-Crown Prince saying that the Battle of the Marne was only such a grave failure owing to the then Army leaders losing their heads. It was clear to him in the Autumn of 1914 that the war could no longer militarily be brought to a successful end and he then wished to conclude peace with France. He further complains of the lack of resolute political leadership during the war and the failure to make peace with England on the basis of an economic compromise.

ANOTHER FRENCH SHIPPING STRIKE.

Marseilles, October 14.
Nine thousand passengers are held up owing to another shipping strike, including engineers, stewards, wireless operators and doctors, due to a refusal to reinstate some of the men who previously struck.

TURKISH NATIONALISTS SATISFIED.

Constantinople, October 14.
The Nationalist leaders have agreed to support Ali Riza Pasha's Government which has accepted Nationalist views.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

CHINA AND JAPAN.

HAS A SPLIT OCCURRED?

Shanghai, October 17.
Wang Yi-tang has received copies of the Secret Treaty and Loan Agreements between China and Japan.

The Northern Delegates have decided to call en masse on Tang Shao-yi for his opinion on the method of the disclosure of the documents.

The *China Press* regards the action as the result of a split between Peking and Tokio.

CHARGE AGAINST EUROPEAN.

Singapore, October 16.
A man named Clark, a European describing himself as a mechanical engineer and late of the Flying Corps and United Automobile Services of Durham has been charged on two counts: receiving money from Asiatic shopkeepers on false promissory notes and posing as a police inspector. His defence is drunkenness.

THE PENANG GANG ROBBERY.

Singapore, October 16.
In connection with the \$55,000 gang robbery at Penang of rubber towkays, a boy, Lee Ah Eng, is implicated and has been arrested here. He has been ordered to be sent to Penang.

H.M.S. HAWKINS AT PENANG.

Singapore, October 16.
The flagship Hawkins in command of Capt. Henderson has arrived at Penang. The Alacrity is expected at Penang to-day, whence Admiral Duff will come to Singapore by train on Monday.

FLOTATION OF CAPITAL.

Singapore, October 16.
The Telok Kruin Tin flotation of capital of \$175,000 has opened at Ipoh and has been heavily oversubscribed. Shares on present issue number 155,000. The vendors are Messrs. Osborne and Chappell.

BIG OPIUM LITIGATION.

Shanghai, October 15.
Ten Chinese are plaintiffs and Edward Ezra and nine others defendants in a four lakh's action in the British Court as a result of an opium contract prior to the burning.

JAPANESE AND SHANTUNG.

Shanghai, October 16.
The American Chamber of Commerce and the American Association have again passed a resolution at a joint meeting pointing out the grave danger to American interests of allowing Japan to retain Shantung.

TO-DAY'S CHINESE TELEGRAMS.

THE DELEGATE PROBLEM.

Shanghai, October 16.
The report of the resignation of the chief delegate is not true, but to most of his telegrams to the Premier no replies have been received.

BRITISH AEROPLANES FOR CHINA.

Shanghai, October 16.
It is reported that the Premier has signed the agreement for the purchase of a number of aeroplanes from England.

MORE FIGHTING?

Shanghai, October 16.
The Premier, on receiving a report that the Southern troops are preparing to attack to the east of Hunan, has declared that the Northern troops will not take the offensive.

Shanghai, October 17.
The military commanders along the southern boundary of Hunan have reported that the Southern troops are very active and will begin to attack as soon as ammunition from Canton is received. Chang King-yan, Tuchun of Huchun, has been instructed by the State Department to take defensive action only in case any attack is made by the South, and at the same time to issue a circular telegram saying that the Southerners are guilty of ruining peace.

CHIEF DELEGATE THREATENED.

Shanghai, October 17.
Wong Yap-tong, the chief delegate, has recently received a number of anonymous letters threatening him with death if he does not resign.

A NEW GOVERNMENT?

Shanghai, October 17.
It is reported that the National Party proposes to reject the idea of a Peace Conference, as it is prepared by the On-Fook Club, and to establish a Constitutional Government with Shun Chung-huan as President, Luk Wing-ting as Vice President and Tang Shao-ye as Premier.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

OUR SOLDIERS AND SAILORS.

Sir,—It is to be hoped that you will meet with a generous response to your appeal to the residents of Hongkong to do something to make things pleasanter for Service men.

Might I suggest that you make a start by dropping, and asking others to drop, the habit of calling soldiers by the ridiculous name of "Tommy"? It is an impertinence which has been allowed to go on far too long, simply because men have been too good-natured to protest against it.

To call a man who takes up what is nothing less than an exacting and serious calling by such a childish name is the quintessence of the patronising attitude you are rightly so anxious to avoid. There is the hostess who entertains soldiers at her house, and there is the lady who "asks Tommies to tea." During my time in the Army, I soon learnt to appreciate the former, and to give the latter a very wide berth!

I can hardly take it upon myself to express an opinion as to what is thought by the men of the Senior Service, but I should say that the real sailor-man experiences the same inward shudder when he hears himself described as a "Jack Tar" as that felt by an intelligent and efficient soldier when he is referred to as a "Tommy."

In spite of anything that Shakespeare may have said there is much in a name, and if you can persuade the public to cease calling its soldiers by a name which is more applicable to the Boy Scouts you will have gone a long way towards the end you have in view.

I hope you will accept this mild criticism in the spirit in which it is offered, and wishing you every success, I remain,

Yours etc.

"LANC-CORPORAL."

Hongkong, Oct. 15th, 1919.

Sir,—In your paper of last night appeared the heading "Are Service Men Scorned?" and you say "ignored" is the correct word, which word, to my mind, is incorrect. The word "ignore" I understand means to disregard, and I hope to show proof that "scorned" is the proper word.

I wish to relate just a little of my experiences during my stay—it is just 12 months now since I arrived here from India—of the so-called ignoring by the so-called ladies and gentlemen of Hongkong who refuse to sit beside the "Uniform" on the tramcars. Only on three occasions have I been ignored by ladies and gentlemen refusing to

sit beside me. When it happened the second time I noticed that the spot where they alighted did not look in any way business-looking and I went back after jumping off the car to see if a business transaction had caused them to alight, but there they were, three of them, waiting for the next car. When they jumped on it I did the same.

On another occasion it was a gentleman, if it is right to name him such. To my mind a snob is the correct word for him. He showed open contempt and scorn when I sat on the same seat on the lower deck, as the upper deck was full, and seeing he had a seat to himself I sat down. He gave me a black, scowling, freezing glare and deliberately turned his back to me and the Chinese inside the car were enjoying the contemptible scorn which I was being treated with. Can you wonder when I say it made my blood boil? And if I had not too much respect for my hands and am particular what class of dirt I soil them with, I would like to have bumped his head through the glass window. Indeed I have been treated with more respect from Chinese than from the civilians of Hongkong.

Can this rotten treatment be called "ignoring"? To my mind it is contemptible scorn and never did that sailor speak a truer word than when he said the uniform was treated with scorn. And our moral standards are lowered lower than a dog's and, worse luck, not all my comrades try to redeem it; and this is by people whose own moral standards are nothing to boast of. All this is done because we are common soldiers as I was once called. Thank God I am a common soldier amongst such common people as the people of Hongkong. If it had not been for common sailors and soldiers, in whose hands would the Colony be to-day? Many of those who earn an easy living would be hard at work and as a Service man I am not afraid to put my own moral standard for comparison with the cleanest in this place. Many of us would think twice, yea many times, before letting our loved ones at home in the company of 75 per cent. of Hongkong folks. We don't want invitations to dinner and the such like, but civility. Let them be more sociable and not all this ignoring in the eyes of heathens who cannot fail to see it. I have met a few who are sociable but very few. Last Friday night a lady on the Quarry Bay car gave me an invitation to her home, but after all it makes one feel like a foreigner. A smile and a friendly word are much thought of on my part, so let them be more friendly and sociable and play the game.

Yours etc.
AN ULSTERMAN.
Hongkong, Oct. 16, 1916.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 3 7-16d.

THE WEATHER.

Forecast:—Fine. Barometer:—29.86. Temperature 2 p.m.:—81. Humidity 2 p.m.:—53.

CHINA PARAGRAPHS.

We cull the following paragraphs from latest mailtohand:—
AN EPISCOPAL APPOINTMENT.

The Right Rev. H. M. E. Price, M.A., formerly Bishop of Fukien, and recently Episcopal Chaplain to the Forces in the East, has been appointed Assistant Bishop in the Diocese of Ely and Archdeacon of Ely.

TIENTSIN WEDDING.

A wedding of considerable local interest took place in Tientsin on October 13 when Mr. Frederick W. Warrington, of the Tientsin office of Messrs. Jardine, Matheson, and Co., was married to Miss Lillian Alice Millward, eldest daughter of Mr. J. C. Millward, also of the same firm, and Mrs. Millward. The civil ceremony was performed at the British Consulate in the morning, and the church ceremony in All Saint's Church.

HANKOW EX-SERVICE MEN.

Nearly 30 men who had seen service in the war attended the meeting to inaugurate the Hankow branch of the United Service Association. Mr. E. G. Byrne was elected to the chair and, as it was the unanimous decision of the meeting to form the branch, Messrs. E. G. Byrne, W. D. Miller, H. H. Lennox, J. W. Fell and H. J. Archibald were elected provisional committee to draw up the constitution. Another meeting will be called in about a fortnight's time at which the proposed constitution will be presented for discussion.

PROJECTED PARIS-SAIGON FLIGHT.

The *Courrier Saigonnais* announces that a flight from Paris to Saigon is projected. The expedition is to comprise the famous Captain Fonck, who brought down some 60 enemy machines during the war and who was the avenger of Guynemer. Mr. Drouilh, whose father lives in Saigon, and who is also a brilliant airman, is one of the promoters of the expedition. Large prizes are forthcoming and the Syndicate of rice exporters in Saigon have guaranteed the Frs. 60,000 required for expenses.

TO VISIT SOUTH SEA ISLANDS.

The *Peking Daily News* states that it is reported that the Government is contemplating the appointment of a special Commissioner to the South Sea Islands to visit the Chinese merchants there. The Commissioner will sail on board a second class cruiser to be selected for service from the naval crafts now in Southern waters.

DISSATISFIED STRIKERS.

The Shanghai painters recently announced that in consequence of the increase in prices they would be obliged to ask their masters for an increase in wages. They have done so, requesting an advance amounting to 40 per cent. The masters have offered 20 per cent. and the men have refused, and it was consequently expected that the men would go on strike.

NEW JAPANESE CONSUL.

Mr. Kishi, Japanese Vice-Consul, whose appointment as Consul at Liverpool was announced some time ago, is to leave Shanghai on the 18th inst. He is going first of all to Japan where he will have a holiday extending over two months, and about the middle of December will sail for England. He is to be succeeded by Mr. Uchigama, who has been in Washington for some time, and who is leaving for Japan, via San Francisco shortly.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

M. C. L. Bazaar—Government House—2 to 7 p.m.

Wiseman's Ltd.—Shareholders meeting—12.30 p.m.

Coronet Theatre—5.15 and 9.15 p.m.



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TROPICAL MEDICINE.

THE EFFECTS OF
WAR.Sir James Cantlie, formerly of
Hongkong, the well-known ex-
pert on tropical diseases, writes
in the August Journal of Tropi-
cal Medicine, the following
article:—

War advances knowledge in the world in many ways. In earlier times it was the chief channel whereby the peoples of the earth got to know each other. Travelling for other purposes than war was, for the most part, at a discount, there being neither the facilities nor the desire, except in isolated instances, for individuals to visit other lands in pursuit of knowledge. Commercialism may be said to have begun with the introduction of steam, and all the long train of effects which the introduction of steam brought into the world by both sea and land. The long residence of the Israelites in Egypt and Babylon in a state of slave captivity by being brought into intimate contact with the leading powers, of the time in both Africa and Asia, and later, when the Greeks and Romans overran their country, they became acquainted with the ways of the greatest of European peoples. Their land was so often invaded that, seeing no security in land, their instincts were directed into commercial dealings and the acquisition of family wealth as the only channel which presented itself to them of maintaining themselves as a people. Alexander and his people spread from the wild and hilly districts of Macedonia to other countries where Nature was kinder and civilization more advanced, and brought to Europe knowledge of the Orient with its ancient store of literature and of art. The crusades gathered the important nations of Europe together and taught them thereby much of each other, and brought into Europe from their Asiatic enemy a widespread acquaintance of other lands and other customs. The dark ages ended with the first crusade—that is, when the knowledge acquired during that campaign and its successors spread throughout the world. In more modern times we can trace advance in medicine and surgery to their war cradles. The Napoleonic war produced systematic surgery in Britain and France, for it was the experiences of McGregor in the Peninsular War and of the Baron Larrey on many European battlefields that produced the great surgeons of the early Victorian era. The Crimean War gave us modern hygiene through Parke's observations in the Crimea and elsewhere. The visit of Cohnheim to Vienna in 1866, when the Prussian Army in which he was a surgeon was so close to the Austrian capital, that after Sadowa was fought Cohnheim went to Vienna to visit his old friend and teacher Rokitansky, and found him in his laboratory working at the passage of the red blood corpuscles from the capillaries to the surrounding tissues. On the way back to Berlin Cohnheim, struck by what he heard and saw in Vienna, thought: "If the red corpuscles escape through the capillary walls, why not the white?" and on reaching home he proceeded to investigate the matter, and by establishing the fact that the leucocytes do find their way into the tissues from the blood through the capillary wall gave us modern pathology.

In the Russo-Turkish War of 1878 Remyer, the Russian surgeon, after a visit to Edinburgh to see Lister and his methods, was the first to apply Listerian methods on the battlefield, and demonstrated their applicability in military work. The War, usually termed The Great War, has demonstrated how to keep armies in the field free from epidemics, which up to the present have been the most deadly accompaniment of all campaigns of which we have an even approximately accurate history. "The effect of the Great War has been an opening up of several parts of the earth hitherto closed to modern travel and to modern observers in the field of tropical medicine. The Near East, by the visit of Western European armies to the Balkans, Turkey, Asia Minor, Syria and Palestine, has opened the way for observation and work in a fresh field of clinical observation, and a study of epidemics at close quarters—a study denied them in Western Europe, where sanitation has well-nigh abolished typhoid, typhus, cholera, tetanus, etc. The campaigns in Africa, both in the South-West and in Eastern Africa, have opened up new countries to the British, to which will require to be dealt

MAN OF MANY MURDERS.

CRIMINAL'S CAREER OF
BLOOD AND FIRE.

In Spandau, a near suburb of Berlin, adjoining Charlottenburg, a dangerous criminal has just been brought to book, whose violent course ran uninterrupted for three and a half years. He fired at boy scouts picnicking in the woods, at women in lonely week-end houses, at lovers walking in the forest and apparently at anyone who seemed safe game. Fortunately for most of them he was a bad shot, but he killed at least five persons and wounded many others, and set fire to many small houses and bungalows, sometimes previously robbing them of their contents.

He killed a worker walking with his fiancée, attempted to overcome the latter, and when she cried out killed her, too, and threw the bodies into a lake. A teacher named Paul surprised him in one of these acts of violence, whereupon the man came after him, killed him, and burnt his house in the hope of destroying his wife and daughter.

This month his activities became so extreme that they could scarcely be longer tolerated. On August 16 he burnt a house, apparently as a decoy, for when people came to extinguish the flames they were heavily fired on. The same day he killed a worker on the high road, and on the 18th he killed a forester.

The man arrested, whose name is Schumann, confesses to these crimes and many others. He says he overpowered more than twenty women. Most of those he murdered, he says, had irritated him, and latterly he had been pursued to such an extent that he tried to clear the woods of all followers and witnesses.

with by practitioners specially trained in tropical medicine and hygiene. The rush at the present moment is towards Africa. Fresh banks and merchant firms are being opened up in West Africa. In East Africa it is said that since the war the "better classes" in England are hurrying thither, partly to escape their native land, pestered with silly strikes and infested by corrupt minds, and partly and largely attracted to a "white man's" country where land is cheap and productive, and labour is less difficult to get than "at home." The towns in the East African littoral are increasing in size at a rate which can only be compared to the fables which surrounded cities of mushroom growth in the western parts of the United States in the sixties of last century. Nairobi, for instance, a shabby village of Eastern Africa some fifteen years ago, is now a modern city of some pretensions with a population approximating some 50,000 people. The Cape to Cairo railway will develop a tract of country prodigious in its possibilities and in its size, and requiring a medical staff numbering not hundreds, but thousands of doctors trained in the treatment of tropical ailments. The people under the care of doctors in tropical countries will far outnumber the white population in the homeland, and British practitioners in these lands will form the larger section of the medical profession in the Empire.

How is the supply of medical men for tropical countries to be met? Their services will be required soon—nay, is in urgent demand now. But the medical schools have for five years been depleted, and the number of graduates must for another five years be far below the average required in pre-war times at home. Moreover, a further demand will be and is being made for medical officers of health to satisfy the increasing demand of the Ministry of Health. Both these health officers and tropical practitioners require not a five years' course, but rather a six or seven years' course of study to fit them for their special work, so that, although our medical schools are being crowded with students for the coming winter session, it will be five to seven years before they are qualified for their work, so that a scarcity of doctors is certain during the coming years 1920 to 1924.

"The Schools of Tropical Medicine in this country are but twenty years old, and they have been gradually added to and enlarged since they began their tentative existence. It requires no skilled statesman to see that their even increased size will not meet the requirements of the future, and it behooves the authorities of these schools to be prepared to meet the morning, the evening, and the night which they must

27 HOURS STRUGGLE.

TRAWLER'S HEROIC
RESCUE.

When the U-boat attacks were at their height three members of the crew of the trawler *Crucis* distinguished themselves by gallantry in saving the lives of a torpedoed crew under terrible circumstances. One of them—Alfred Elsom, second hand on the *Crucis*—has been awarded the silver medal; and Joseph Anstey, landing seaman, and Harry Curman, deck hand, have both received the bronze medal. The incident occurred in the Mediterranean. The *s.s. Lord Charlemont*, of Belfast, was torpedoed and sunk, and the *Crucis*, which formed part of the escort, launched a boat under Elsom's command, and manned by Anstey and Curman. They succeeded in picking up the master and four Chinese members of the crew.

Difficulties arose, however. The boat was driven before a powerful wind, and it was found impossible to return to the trawler. Elsom decided to make for the Spanish coast.

The voyage was an heroic struggle against the heavy seas. For 27 hours Anstey and Curman rowed without a break, with Elsom at the tiller. The master of the *Lord Charlemont* had been severely burnt, and Elsom attended to his injuries, taking off his own shirt and singlet in order to bandage the master's face and hands. Curman also took off his singlet and put it round one of the rescued men. Two of the Chinese died during the passage. The boat ultimately reached San Jose.

THIEVES AT SHANGHAI.

Petty thieves are numerous just now in the outlying part of the French Concession, Shanghai. For the sixth time a garden in Route Ghisi has had glass from the green house, locks from the gate, flower pots, and other things stolen during the night. The police must be keeping a very poor lookout, for they have so far been unable to catch or trace the robbers.

be required to meet. The removal of the London School of Tropical Medicine to the centre of London is a wise and an opportune step, but the authorities of the school should look ahead and not cramp their space and development by too hastily deciding on meeting present wants only, for in a few years the space required will be doubled, trebled—ay, even may be multiplied tenfold, if they are to meet the requirements of the Empire. A University of Tropical Medicine and Hygiene will be theirs, and at no distant date, for Imperial wants will grow apace and out of all proportion to anything we have heretofore experienced. The projected native populations of Africa will multiply as they are protected from disease, and these will demand an extended medical staff of proportions beyond any of the past calls upon their teaching and training powers.

"We are frequently told to think imperially; if that were true before the war, it is doubly imperative now, for the horizon of work has been extended, and the problem of reconstruction has become more difficult; let us hope it will not be allowed to be insoluble."

"Other countries require our help in Africa. The increase in the Portuguese territories will require help from Britain in the matter of the prevention of diseases; in pre-war days the Portuguese were not equal to the heavy burden placed upon them, and it is difficult to see how they can in their crippled post-war state find themselves equal to the task. Still other places not within the British sphere of action must be helped; the Republic of Liberia has neither a public hospital, and but few if any medical men trained in modern medicine. It is useless dealing with the problem of epidemics without the co-operation of all powers interested in the future of Africa. For both men and animals prevention of epidemic disease is essential if Africa as a whole is to be advanced commercially and economically. All the powers must devote themselves to the task; the poorer States must be helped. There is no occasion for despair, for the principles of the prevention of disease are now well understood; it is the practice of these principles that is now required, and this can only be done by organisation and by extension of powers to health authorities to enable the practice of these principles to be taken full advantage of."

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GENERAL NEWS.

WILHELM WILL STAND FAST.

Berlin, September 2.—According to a Munster telegram to the *Zeitung Am Mittag*, a reply has been received to a message of homage recently sent to the ex-Kaiser by the Society of German Catholic Nobility. The reply says, his Majesty will do his utmost to stand fast, if not in this, then in a better world. It was not his Majesty, but others, who wanted the war. The reply concludes: "What a terrible change of fortune, but it is God's dispensation."

KING'S SHEEP FOR FRANCE.

The King has given five Southdown ewes for distribution in France by the Agricultural Relief of Allies Committee, of which he is patron. This is the second occasion on which his Majesty has helped in French agricultural reconstruction, for in 1915 he gave five Southdown rams from his Sandringham estate, which, with others sent by the committee, have been of great service in the restocking of the sheep farms of the Marne. The ewes which the King is now contributing are a gift from British farmers to those in the war zone in France who have suffered so severely.

GIANT AIRSHIPS.

At the Barlow aircraft works of Messrs. Armstrong, Whitworth, and Co., to-day, writes a *Daily News* correspondent, I saw Major General Sir Percy Gerouard. He could say nothing definite, but thought the works would eventually be taken over by Armstrong, Whitworth and Co., either for aircraft work or some other branch of manufacture. R33, which was the biggest of her class under construction, was well on the way to completion. He did not think it feasible to transship the parts to other works, as they would have to be unripped. R33 and her class were only toy ships compared with those which would be built, and these new big aerial liners would be constructed with steel instead of the composite metal used now. They would be able to encircle the earth, and carry an enormous weight of merchandise and a large number of passengers.

GENERAL NEWS.

SANDIEST PLACE ON EARTH.

The sandiest place on earth, says *Oversas*, the magazine of the Overseas Club and Patriotic League, is Walvis, on the South West African Coast. A visitor to Walvis is declared to have said: "If I owned Hell and Walvis and had to sell one of them, I would sell Walvis."

GASSING VERMIN.

A new asphyxiating gas, benefit to humans who prize cleanliness has been reported by the French Academy of Sciences by Dr. Roux, Director of the Pasteur Institute. It is a very important discovery for the prevention of disease as carried by vermin. Experiments were made by Dr. Roux's helpers with view to finding a sure means of destroying vermin in barracks and schools. They began operations in a room of 75 cubic metres, containing eight beds. Gaseous concentration of chloropicrine was applied at the rate of 10 grammes per cubic metre, at the end of four hours all insects, on beds, floor, and walls were dead. It was a clean sweep. Not a single insect survived. Chloropicrine is not sold in shops at the present moment, but can be had from the military service at low price.

STARVED IN LONDON.

At a Chelsea inquest on a homeless man who was found lying on the pavement in Buckingham Palace-road, and buried in Westminster Infirmary, the man was said to be George Allen, and believed to have been at a time a tobaccoist at Hull. When discovered the man told a constable that he was very ill, that he had no friends, and had been roaming about London for years. He was in a very filthy condition and his pockets contained bits of coke and fish-skins covered with dirt. A doctor described the man as one of the worst cases he had seen. Death was due to pneumonia, accelerated by slow starvation. The Coroner, in giving a verdict in accordance with medical evidence, said it was painful that a man should under such conditions have been so long surviving. He said that the man's condition was a warning to the authorities about the number of homeless men in London.

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COLONEL JOHN WARD.

STRONG VIEWS AGAINST BOLSHEVISM.

Colonel John Ward, so well
known in Hongkong, has come
back to England after an absence
of three years, the last of which
has been spent in Siberia and
European Russia. I (a *Daily
News* special correspondent) had
the pleasure of giving the popular
member for Stoke-on-Trent the
first word of welcome to the Old
Country when I boarded the
Holt liner Talthybius at five
o'clock yesterday morning. He
looked exceedingly well, and was
obviously delighted to be at the
end of the long journey from
Vladivostok.

Colonel Ward has been engaged
in the war against the Bolsheviks.
He has been in close touch with
Admiral Koltchak. He has met
Russians of every class and of
every political complexion.

As you know, "he said to me,"
I succeeded in forming four ser-
vice battalions in England—not
Labour battalions, as has been
erroneously stated. It was with
one of these, the 25th Middlesex,
that I went to Vladivostok in
July, 1918. There was a division
of Japanese troops at Vladivostok,
together with other Allied forces,
and we were up against the forces
of the Bolsheviks, which were
composed in the main of Magyar
and German prisoners of war.
I was in command of the battalion
during the operations on the
Ussuri, which culminated in the
battle of Doksot on August 24,
1918. We freed the maritime
provinces from the Bolsheviks,
and rounded them up to the
Amur. It was when we were at
Manchuria station that it was de-
cided that the British force
should go to Omsk, the head-
quarters of the Provisional
Siberian Government, and we
went there in three huge trains."

OPINIONS ON BOLSHEVISM.

"We had a tremendous re-
ception at Omsk," said Colonel
Ward. "The population of that
city was between 60,000 and 70,
000. Since the Allied occupation
it has risen to 600,000. I think
that fact throws some light on
the attitude of the Siberians to
Bolshevism."

At this point I reminded Colonel
Ward that his attitude to Bol-
shevism was not that of the de-
mocratic parties in this country.

"Bolshevism is a destructive
force, and has constructed
nothing," he said. "It is untrue
to say that it is the form of
government desired by the
Russian people. Very large
numbers of its instruments are
not Russians, but Jews. There
are, indeed, many Russians who
hold that it is due to a world
movement of the Jews to destroy
Russia in order to avenge them-
selves for the treatment of the
Jews under the Tsars."

"To know what Bolshevism is
you should have been with me at
Perm, when the ice of the river
was melting and the bodies of the
people murdered by the Bol-
sheviks were revealed. I saw
myself 50 bodies among them,
bodies of women and of little
children, that had been found
in one morning. There was a
wash-house, built over the
waters of the river, where
the Bolsheviks took their victims.
In the floor was a hole through
which they were hurled into the
deep waters beneath."

"But is it not true that ter-
rorism only began when the
Allies interfered?"

"I believe that the Allies have
saved millions of lives by inter-
fering. They are saving demo-

cracy. Bolshevism is the end of
democracy, and I am certain that
if Russia is left to the Bolsheviks
it will go back to autocracy."

IN PRAISE OF KOLTCHAK.

I asked Colonel Ward his
opinion of Koltchak.

"Koltchak," he said, "is
absolutely English in his ideas,
and has a profound admiration
for our institutions. In my
opinion, the only chance for
democracy in Russia is the
success of Koltchak. I am told
that he is represented as a bloody
dictator. All I can say is that if
I had held the office of Dictator
in Russia I should not have con-
sidered it necessary to consider
the views of all who obtruded
themselves on me. Lenin and Trotsky
are real Dictators; Koltchak has
suffered because he has not been
a dictator in the true sense of the
word."

"On the land question Kolt-
chak's attitude shows that he is
not the reactionary he is rep-
resented as being. He sees clearly
that the distribution of land of the
great proprietors to the peasants
cannot be interfered with. It is
proposed that those landowners
who have survived Bolshevism
shall be given compensation for
the estates they have lost, but
there is no sort of idea of restor-
ing the land to them. Koltchak
stands up for the poor peasants
against what Lenin has called the
village bourgeoisie."

MURDER OF LANDLORDS.

"It was found that rich
peasants had murdered many of
the landowners, given a meagre
portion of the poor land to the
poor peasants, and joined the
bulk of the estates to their own
holdings. Koltchak, with the
advice of representatives of the
Allies decided, to defend the
rights of the poor and to secure
fair distribution of the land."

When this was known, the rich
peasants, who had in some cases
not merely murdered the
landowner but also every mem-
ber of his family, raised the cry
that reaction was coming, and
that the old state of affairs was
to be restored. In some cases
they stirred up the peasants
against the reformers, and the
movement they created had to be
put down by force of arms. The
land is now being distributed in
strict accord with the number of
souls in a peasant family."

BRITISH WORKERS AS BOURGEOIS.

Then I asked Col. Ward as to
whether he had met Bolsheviks.

"Yes, I did. For instance, I
gave a lecture to workmen at
Irkutsk, which was attended by
a large number. At the end I
suggested that questions should
be asked. A Bolshevik rose and
stated that that they had heard
of English trade unions, and that
the mere fact that a trade unionist
came to them as an officer of the
King of England show that Eng-
lish trade unionism was only a
branch of bourgeois organisation.
And accordingly he refused to
ask any questions. I can assure
you that all our British work-
men's ideas of constitutional life
are regarded by the Bolsheviks
as bourgeois and reactionary."

"And do you, then consider
that we should help the enemies
of the Bolsheviks to fight them?"

"The Bolsheviks have broken
the soul of the Russian people,"
answered Col. Ward. "Nobody
can speak a word against them
without endangering his life. If
one sees a house on fire and hears
the shrieks of people who are
being murdered coming from it,
one cannot stand aside. I have
learned to love the Russian people,
and I consider it is our duty to
help them."

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LONDON'S HOUSING.

2,000 MANSIONS AS FLATS.

Schemes for providing tempo-
rary accommodation to ease the
housing shortage during the com-
ing winter are being rapidly
pushed forward by the Ministry
of Health.

In the conversion of big Lon-
don houses into flats, the Minis-
try is receiving the co-operation
of the Office of Works, which is
carrying out the necessary struc-
tural alterations.

A *Daily Chronicle* representa-
tive was officially informed that
the London Housing Board—the
authority which administers the
Housing Act in London region—
has already earmarked 2,000
houses with a view to a considera-
tion of their suitability for con-
version. These, it is stated, form
only a part of the total number
likely to become available.

Of these 2,000, nearly half have
been definitely listed for im-
mediate conversion into flats.
The Office of Works are proceed-
ing very actively with the neces-
sary alterations, and it is hoped
that some of the houses will be
ready for occupation in a few
week's time. There are a few in
regard to which the alterations
entailed are very slight.

The Ministry of Health's week-
ly report of progress gives the
following figures for the week
ended August 23, which include,
besides the schemes of local
authorities, those of Public
Utility Societies:—

New schemes submit- ted	208
Approved	102
Total submitted to date	4,398
Approved	1,310
Area of approved sites	17,431
Plans of houses ap- proved	15,917
Houses on which build- ing has begun	8,600

In order to expedite progress,
the Ministry have decided to
amend the form of the Compul-
sory Purchase Order 1911, so as
to shorten the procedure which
local authorities have hitherto
been required to adopt in submit-
ting proposals for compulsory
acquisition of land.

By an amendment of the re-
gulations regarding advertise-
ment deposit of plans, notice to
owners and the presentation of
objections, and by shortening the
period necessary for the comple-
tion of each of these stages, the
time entailed by the whole pro-
cess has been shortened from
about two months to about three
weeks.

With regard to the selection of
tenants for the London houses
that are to be turned into flats,
the task will be in the hands of
the local authorities by whom
the houses will be taken over after
conversion by the Office of
Works.

"As to the rent to be asked for
these flats, the idea of the
Ministry," said an official, "is that
they should, as far as possible, be
self-supporting—in other words,
that the rent charge for them
should be an economic one. As
the cost of the scheme will be
just the cost of the houses plus
that of conversion, an economic
rent should be in no sense pro-
hibitive, and it is certain that
there will be no lack of tenants."

"On the other hand, the raising
of rents beyond the economic
level will not be permitted, and as
the landlord will be the local
authority, the public will be safe-
guarded against any attempt to
profit in this direction."

"In regard to the areas outside
London, the returns of houses
suitable for conversion under this
scheme are not coming in quite
so well as from the London
district."

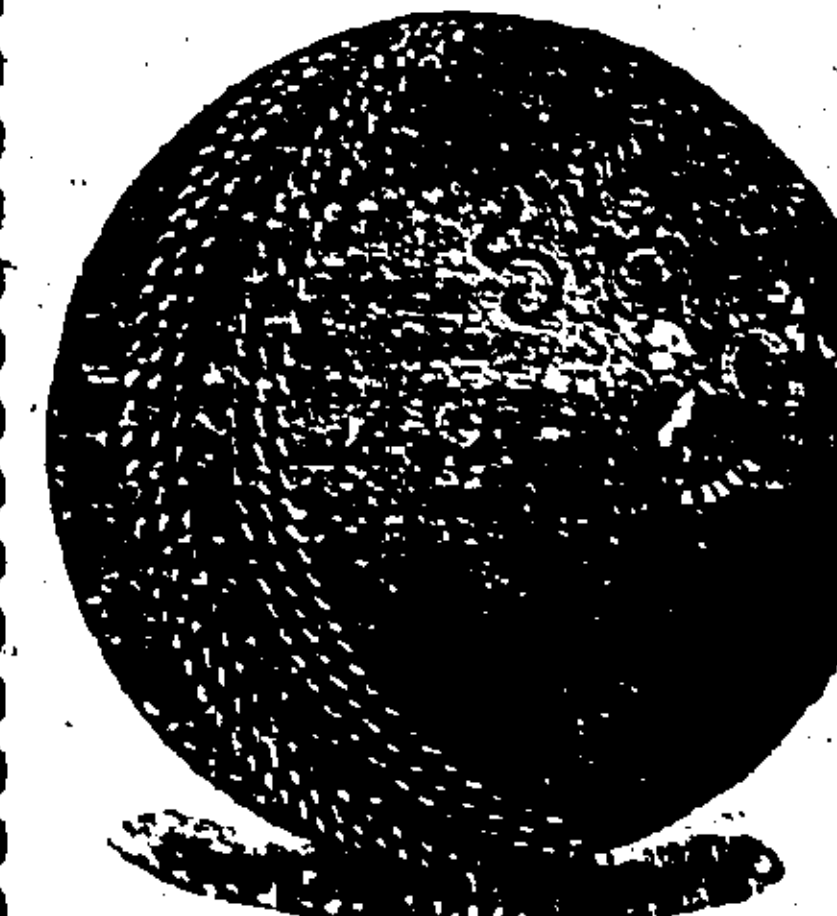
"A number of authorities seem
to be under the misapprehension
that, if they convert existing houses
into flats, they must of necessity
lower the residential status of the
neighbourhood by an indiscrimi-
nate letting of the house accom-
modation thus made available."

"It must be remembered, how-
ever, the term 'working class'
has never been limited by any
official definition, and it may be
said that to all intents and pur-
poses the term 'working man' is in
official circles as indicating any
man who earns his living whether
by his hands or by his brain."

"So far as the work of conver-
sion is concerned, the points on
which the Ministry lay the great-
est stress are the provision of pro-
per sanitary and culinary arrange-
ments. It is realised that the
conversion of one house into
four or five houses must entail
something in the nature of a
makeshift, but it is intended that
there should be no makeshift in
the matter of sanitary arrange-
ments."

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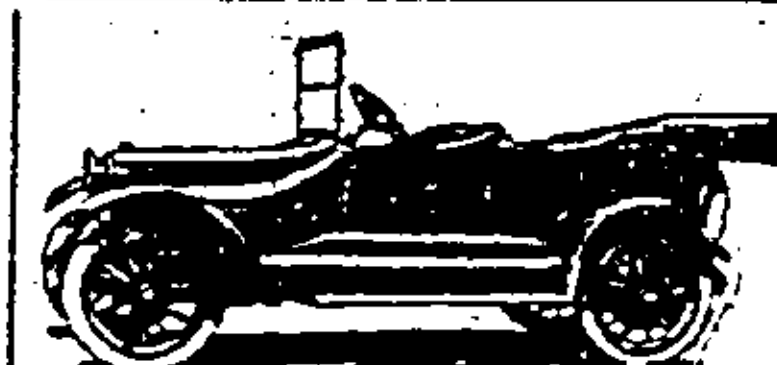
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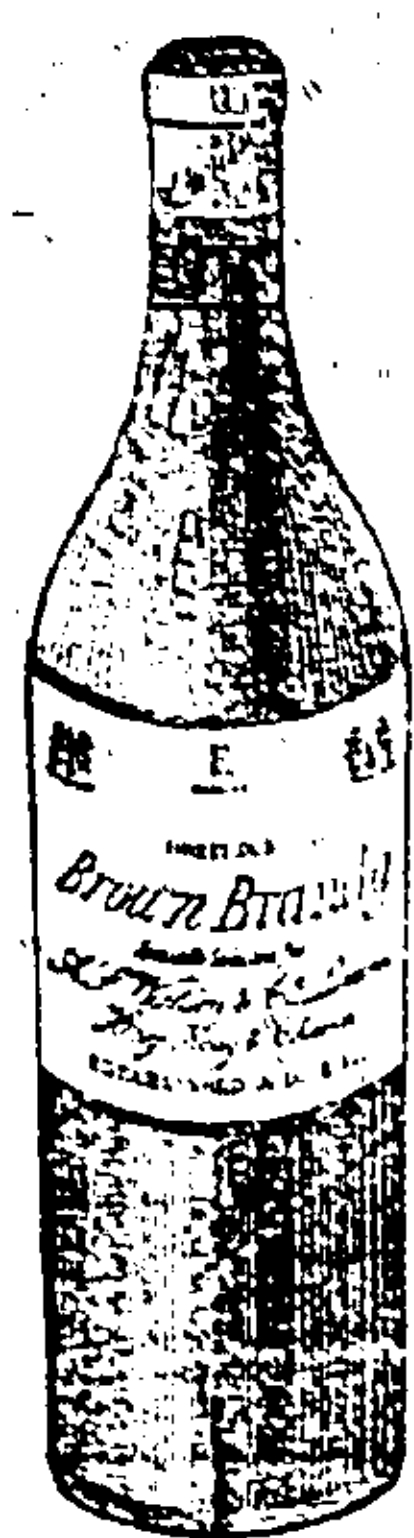
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The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 17, 1919.

THAT LEAGUE OF NATIONS.

Talk to most people about the League of Nations and they will refer to the subject as though it were all a cut and dried thing, but in this attitude of finality there is a greater danger to the League than there ever will be because of opposition. Leaders of the movement at home have, apparently, recognised this, for news has come through that a national campaign to make better known the objects of the League has just been inaugurated at the Mansion House, at which Mr. Asquith was the principal speaker. It is well known that in the Versailles Peace Treaty there is laid down the basis of this world-wide League, and that officials have already been appointed to pilot it, but it is not generally recognised that for a country to subscribe to the League and carry out its high international ideal, will, in some cases, be accompanied by a surrender either of actual territory or some vital interests. It is in this connection where unintelligent acceptance of the mere principles of the League, without a thorough recognition of the sacrifices that may ensue, will constitute a danger. On the face of things, the ideal of all nations being welded together for the protection of the peace of the world, all under a solemn obligation to support each other against an unfair encroachment by any single member of the League, is so transparently in the highest interests of mankind, that most men unthinkingly say "By all means let's have a League". But no benefit or privilege was ever worth much that did not cost something to get, and it is going to cost a little more than the recent war to induce all nations to join. The League can only be a complete success if all nations do join, and it is fairly common knowledge that certain adjustments will have to be carried out before all nations will willingly and enthusiastically come under its binding clauses.

Let us just take one or two points to illustrate our meaning. Spain, in spite of the great number of intervening years, has never really forgiven the British for annexing Gibraltar. In fact, the majority of European countries look upon our holding of this great key fortress with a considerable amount of envy. It is not to be thought that Britain would ever give this back to Spain, but how vastly would trust and confidence be strengthened if "Britain magnanimously declared that Gibraltar henceforth would be an International gateway garrisoned by some of the International Police it is proposed to create under the League? By such an act we should only be following the same principle that has been established in the case of Constantinople, for it is one of the terms in Turkey's Peace Treaty that this gateway to the Black Sea will be guarded and kept inviolate by international custodians. During the discussions on the Peace Treaty a great deal was said regarding Britain's sea power dominance, and whilst Britain very wisely refused to subscribe to anything that would place her in a position of insecure defence, there would be a great deal less heartburning in France and America if Britain's predominance were not so great. One of the objects of the League is to secure the reduction of armaments upon which a great deal of money that might be put to more humane purposes is annually squandered, and this will assuredly affect Great Britain just as much as any other nation. Mr. Asquith in his speech at the Mansion House frankly admitted that the armaments of all Powers still immeasurably exceeded the maximum for national safety.

We have only quoted two facts to be faced by Britishers just to show that the League of Nations is not a thing to give thoughtless acquiescence to, and it would be possible to cite questions affecting the possessions of other countries in just such a similar manner. Peoples, the whole world over, have got to face the possibility—in some cases the certainty—of sacrifice in order to gain the greater advantage of decreased war risk, and it will in cases entail the giving up of many cherished ideas associated with their national histories. The many questions of boundaries need only be hinted at to prove the contention. Glib lip service to the great idea of the League will help it not one iota; there has to be a thoughtful understanding of all its problems, an altruistic surrender of things already possessed, and an enlightened train of thought brought to bear upon situations that will need the most careful of handling. For this reason we heartily welcome the campaign that has been started at home, and the decision to set aside November 11 as a "League of Nations Day." For the campaign to be a success it should provide for lectures to be given on the international aspect of things, and although Beuter makes no mention of this, we can hardly think that such an important provision has been left out. The best brains of all nations will have to be brought to bear upon the matters involved, for it is only by an intelligent and frank inspection of them, coupled with a greater spirit of toleration among the peoples of the earth, that this dream of world-wide peace, conceived during the horrors of the world's greatest war, can be developed into an actuality.

NOTES & COMMENTS.

OUR POLICE.

Realising the extremely difficult conditions under which the Police of the Colony have been working during the war period, the public will, we are sure, thoroughly endorse the decision of the authorities, reflected in His Excellency's Budget speech, to strengthen the Force and to reorganise it in such a manner as to bring it into conformity with present-day needs. During the past few years, the Police of this Colony have been seriously handicapped by reason of the low strength of the European section, caused by so many men having gone on active service. The record of the Force in the war is one of which it may feel justly proud, and His Excellency's tribute is more than deserved. It so happened that during the period of its decreased man-power, the Force had to fight an abnormal outbreak of crime, and though at times it came in for criticism, much of it unjust, it will be generally conceded that it discharged its duties in a manner which cannot be too highly praised. Happily, the changed conditions have enabled the Government materially to add to the personnel of the Force, the new posts created including four European Lance Sergeants, fifteen European constables and thirty-two Chinese constables. More than that, the Police are now to be equipped with more up-to-date arms, a couple of motor-cycles are to be secured and another motor-boat added. All these additions must make for an increase in the efficiency of our Police, and the money spent thereon will not be grudged, because we know that these things make for more security and the prevention and detection of crime.

WATER & LAND POLICE.

In Kowloon there are to be considerable alterations to the Water Police Station in order to make accommodation for the increased number of Police to be accommodated when the new Fire Station is erected. This is a very necessary step, of course. But we have often wondered whether it is the wisest arrangement possible to make one section of the Force responsible both for the policing of the harbour and the peninsula. In most other places where Water Police are necessary, a separate body of men is entrusted with harbour work, these being quite distinct from the land police. In Kowloon, the Water Police deal not only with harbour crime but also have the responsibility of maintaining peace and order in the big area known as Kowloon Point. It must be extremely irritating for men who should be concentrating on harbour work to have to investigate such matters as thefts in the households of residents on the peninsula, and it is unreasonable to expect them to keep down crime both on the harbour and on the mainland as well. The sight of a European policeman in Kowloon is one that is all too rare. Considering the size of the place and the large population, the place is notoriously under-policed. Maybe the dual duty requirements are responsible for this fact. At any rate, the time will soon come when consideration will have to be given to the desirability of making the Water Police a distinct element in the Force, quite independent of the other branches.

THE HOUSING PROBLEM.

As to the Budget speech generally, so far the criticism of which we have heard most is that more specific emphasis was not laid on our biggest and most serious problem—housing. We are aware that much of the programme comprised under the heading of Public Works Extraordinary, such as the opening up of new areas, will materially affect the situation eventually and may be expected to encourage building operations. But the public would have welcomed some clear-cut expression of the Government's general policy so far as this question is concerned. The Government must have some definite scheme in view. Then why could it not have been outlined in its broad aspects? As things are, we can only assume that certain items are intended to relieve the problem. On the introduction of the Budget at home, the Government usually declares its policies on the burning issues of the day. Housing is our most pressing problem. Yet we are still in the dark as to the lines on which the authorities intend grappling with it.

DAY BY DAY.

WE CAN'T HAVE AN EXPANSIVE STRETCH OF HEALTHY LIFE WITHOUT AN EXPANSIVE SWEEP OF THE MIND.

There was again a clean bill of health yesterday.

A thief visited Dr. Kew's house last night. An alarm was raised, but the man got away, having appropriated a hat from the hatstand.

The Hon. Mr. Claud Severn, C.M.G., has consented to become honorary Vice-President of the Institution for Shipbuilders and Engineers of Hongkong.

The old man who was charged with committing an indecent assault on a girl, of 13 years of age, was sentenced by Mr. Lindsell to-day to six months' hard labour.

The doll raffled by Madame Flint in aid of the Ministering Children's League was won by ticket No. 49. Another doll, raffled by the Victoria branch of the League, was won by ticket No. 18.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory at 11.40 a.m. to-day:—Cyclone or typhoon over N. China Sea, near or over Guam. Direction unknown.

In the Mixed Foursome Competition at Fanling on Monday, 13th October, the winners were Lt. Comdr. and Mrs. Kilgour. Other returns were Mr. and Mrs. N. L. Smith, Miss Moorhead and S. Evans, Mrs. Harston and A. L. Anderson.

In connection with the recent Shanghai student demonstrations against the selling of Japanese goods by Chinese department stores, we hear that the Head Office of the Sincere Company in Hongkong, two months ago, cabled to its Kobe branch requesting it to cease supplying Japanese goods, and has since ordered the entire closing of the branch.

The following candidates were successful in their examinations for certificates of competency before the Board of Trade, Hongkong, during September:—L. J. Fugler, First mate, steamship; W. Lumsden, First mate, steamship; R. A. Downs, Second mate (Square Rigged); and W. C. Beck, River mate. There were five failures during the month.

A small boy and a man were to-day charged before Mr. Lindsell with being stowaways on the s.s. Lai Sang. The man admitted the charge. The boy said his father had given a foki \$55 to buy a ticket; he got the ticket but had lost it. His father was produced and said he gave \$55 to one of his foks to buy a ticket for his son. He did not know his son had lost the ticket until he was arrested. Mr. Lindsell discharged the boy, and fined the man \$25, or one month's hard labour.

A small boy was in the dock to-day before Mr. N. L. Smith charged with picking \$150 from the pocket of a seaman. Complainant gave evidence that, at 10 a.m. yesterday, he was outside the Cheung Hing boarding house talking to a friend, when he felt somebody pulling at his breast pocket. The defendant was not tall enough, so he had to pull at the pocket. He turned round and got him by the arm, and handed him over to the police. The defendant had seen him change the money at a money changer's. Mr. N. L. Smith ordered him to receive 10 strokes of the birch, and sentenced him to three weeks' hard labour.

GOVERNMENT HOUSE.

October 17, 1919.

His Excellency the Governor entertained the various Heads of Departments at dinner at Government House last evening. There were present:—Dr. and Mrs. C. W. McKenny, Capt. Basil Taylor, R.N., and Mrs. Taylor, Mr. and Mrs. E. Ralphs, Mr. and Mrs. P. Jacks, Mr. and Mrs. E. F. Brayn, Mr. and Mrs. W. J. Tatcher, Commander C. M. Beckwith, R.N., and Mrs. Beckwith, Capt. and Mrs. E. H. Gray, Capt. and Mrs. G. E. Stewart, Mr. and Mrs. G. A. Woodcock, Dr. and Mrs. G. P. Jordan, Mr. and Mrs. J. A. Bullock, Mr. T. F. Claxton, Mr. H. A. Nisbet and Mr. J. D. Lloyd.

ROBBIE'S LETTER.

TO HIS NEPHEW AT HOME. Hongkong, Oct. 15, 1919.

Dear Allick,

.....for that's quite true. An optimist is a person who doesn't know what's coming to him, and hopes it won't. Another very good definition of an optimist is that he's a man who buys something off a Jew and expects to sell it to a Scotsman and make a hundred per cent. profit. Writing this same reminds me that (hater was to the fore the other day at the launching of the last new boat at the Dock. Of course, it's dead easy to be an optimist when you've got inside knowledge. It's just the same wif' prophesy. Mac's a good hand at it at times—that is, when he can get away wif' it. Many's the time he's tried the weather-wise trick o' secretly watching the cat wash herself and then deliver himself of the opinion "that as like as no' we'd have rain the morn." Now there's been a lot o' loose talk hanging about this past month or two about financial rings and vested interests and the like. Naturally there's some folks that thrive on this sort of mental gup, but fair play's a jewel for all that. Flatter a man and he'll forget it the next day, but abuse him and he'll remember it as long as he lives. Now Chater's getting an old man and it must be a bit galling for him to hear and read this sneering and back-biting kind o' stuff. It's a true saying that the neighbours of a self-satisfied man are no' always satisfied wif' him. Now, I've known Sir Paul for more years than I care to look back on, and he's had his ups and downs, mind I'm telling ye. It's no' always a case o' running to the Bank wif' the paying-in-book. Man, I mind fine o' but that's an old story now and besides the younger generation, wif' its teas at Wiseman's, fancy cocktails and variegated socks, hanna' imagination enough to understand the conditions that appertained in those days. Oh those dead cheap days beyond recall. Let me see, ye could get a case of gin for..... (They wouldn't believe you—Ed. H. K. T.) Aye, it's true that money talks, but ye believe me there have been times when Chater realised some of the disadvantages of having an impediment in his income. Hard cash is no' hard to get rid of, Aye, he had his hard times in between, let me tell you.

In those early days it was just as hard to make money as it is to-day. Fifty years hence a photograph of the Kowloon of to-day will be unrecognisable and our grandchildren will talk about the old rummies and of the fine chances they missed. As I was saying, thirty years ago we all had our chance. According to our brains and foresight, as our American friends would say, we "took a chance." Through a hundred different causes, many of us fell by the wayside. Too many mistook their own faults for misfortune and as often as no' were busy trying to correct the mistakes of their neighbours by substituting some of their own. When the harvest's a failure we often forget that we selected the seed ourselves. Anyhow, Chater kept plugging away, first at one thing, often at two. It's true he's made money, but none of us came out here to study the flora and fauna of the Island, Hongkong went more to length in those days. Now since Sir Paul's reclamation in the Central district the place looks a bit more prosperous. How many folks here now realise that it's to you, wee, pleasant-faced man that we primarily owe King's, Queen's, Prince's, York, St. George's and Alexander Buildings—blocks o' business houses, the subject of admiring comment by every visitor to Hongkong? Kowloon, formerly a collection of garden lots and muddy swamps, is to-day—well, you know just what it is. Under the circumstances can ye wonder at Chater's optimism? I don't myself, but what I often do marvel at, is the quiet unostentatious way he goes about, despite it all.

Aye it was a good game and Taikoo should have won handsomely if all their players had been up to their usual form. Wif' bowls every man in the team has to add his quota if they expect to come out on top. A lucky shot now and then is no' to be despised, but 21 heads takes a long time to play and a man has to be consistently good if he and his skip are to keep on speaking terms. If I'm no' mistaken, among the interested spectators at the Taikoo-Shanghai match were

GYMKHANA.

THE NEXT MEETING.

The programme for the next Gymkhana, to be held on November 1, is as follows:—

Five Furongs Race, Handicap.—For China Ponies that have run in any Race at the last Four Gymkhanas. Winners at Gymkhanas of any Flat Races this season, (other than Ladies' Nomination and Distance Handicap Events) barred. Entrance fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

Gymkhana Stakes.—Value \$200. Distance—One Mile. For all China Ponies. Catch weights at 10 st. 6 lb. Winners of an open race or open Griffin race or Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb.

Class Handicap: A Class: Three Quarter Mile—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

Distance Handicap: about Half a Mile.—For China Ponies. Winners of any Flat Race in 1919 (excepting Ladies' Nomination) and placed ponies at this Meeting barred. Catch weights 155 lb. Pegs will be placed on outside edge of course, and chalk lines making the position of each pony according to the handicap (in yards) conceded. The race will be started by sounding a gong, and each rider must keep his pony behind the line assigned to him until the signal is given. Any rider whose pony is then over the line, or moving forward faster than a walk, must return and start again or be disqualified. Mafoos may assist by holding ponies if desired. Entrance Fee \$3. 1st Prize: \$75. 2nd Prize: \$50. 3rd Prize: \$30.

Class Handicap: B Class: Three Quarter Mile—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

One and a Quarter Mile Handicap.—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

Half Mile Race for Larsen Subscription Griffins.—To be ridden by Mafoos. Catch weights 140 lbs. Conditions to be announced later. Entrance fee \$5. Prizes for Owners: 1st \$100. 2nd \$50. 3rd \$30. Prizes for Mafoos: 1st \$30. 2nd \$20. 3rd \$10. Entries for all events close to the Hon. Secretary, Hongkong Gymkhana Club, on Wednesday, 22nd October.

FOR THE TROOPS. AN APPEAL.

An appeal is made for books, games etc. for troops proceeding home for demobilisation on the s.s. Khiva on about the 1st of November.

Any gifts of the above kind (money is not required) will be gratefully received, and should be sent to Military Headquarters.

sters of the game. The former has attained a record of which it has every reason to be proud in League Matches and the Singles Competitions.

I mind the first meetings of the League Committee were held in the Morning Post old office. One of the rules made then was that in all League Matches only bowls of No. 3 bias could be played with. This was in order to make the chances equal for all, for up to that time there was a weird collection of "wood" in the Colony, some of which had next to no bias at all. The K.B.G.C. has all the apparatus for testing the bias of bowls and, to my mind, a notable omission in connection wif' the recent Interport Match was that no test of the bowls was made before the game. Of course it may be that the rules of the Hongkong League didn't apply, but you can easily understand, for instance, if a Shanghai man was playing a bowl wif' a No. 4 bias, how he would have a bigger chance of "drawing in" on a packed head.

This is a thing that might be considered in future interport matches, for, when all is said and done, it's only fair for both sides. Another thing, when a man "drives" in Hongkong, it's more often than no' that he's twitted for not playing the game. He's told "that's cricket, no' bowling." After Georgeie McMurdo's exhibition of successful driving and the good skipping of the Shanghai team there should be a little less diffidence in regard to "driving." It's all in the game, mind I'm telling ye.

Yours truly,
ROBT. MACWHIRTER.

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HARBOUR RACE.

JOHNSTONE BEATS RECORD.

A SPORTING LADY
COMPETITOR.

The Harbour Swim took place yesterday in the presence of a large crowd of people, including His Excellency the Governor, the Hon. Mr. Clayd Severn and Mr. Justice Melbourne, who viewed the race from Mr. Severn's yacht, Oenone. The weather was excellent and the water, although inclined to be a trifle choppy, was not sufficiently disturbed as to cause any inconvenience to the swimmers. There were twelve starters and although Johnstone was much fancied, Lyon was not without supporters. There was much speculation as to what the lady competitor, Mrs. Richmond, was likely to do, and it was whispered that it was more than probable she would be in the first three until it became generally known that the lady had not entered the race with any idea of making a serious attempt to secure laurels but more as an incentive to other lady swimmers in the Colony to enter competitions and if possible arrange a ladies' harbour race. Mrs. Richmond is much to be commended for her sporting action. Another plucky entrant was Mr. R. Campbell, the third engineer of the Cook Sang. Mr. Campbell had only arrived yesterday morning and he had been on duty from twelve o'clock until four a.m. He had made no previous preparations in the way of training, and great credit is therefore due to him, particularly in view of the fact that he secured fourth place. Johnstone was the winner. He covered the distance in 2 minutes 13 seconds better than last year's record, and it must be said that he swam a beautifully judged race. He kept up a steady stroke right through and showed remarkable powers of judgment and this feature undoubtedly was the main factor of his success. The competitors got away well together.

Silva was first to break away. Mrs. Richmond started off with powerful overarm, but relaxed into a useful side stroke below water. Johnstone went to the front with Lyon following. Laing followed close on Lyon and the others were well together, except that Soares followed Silva towards Wanchai. Johnstone swimming a regular and beautifully free stroke, increased his lead to ten yards, Lyon having about the same advantage over Laing. All three swam fairly straight and they soon left the others so far behind that the latter dropped out of interest. The race, it was plain, was for these three only, and Lyon was the first to lose direction, the tide taking him out of his course. Johnstone then had an advantage of fifty yards. Laing found it difficult to keep as straight as Johnstone and he drifted after Lyon. The latter with the help of the tide was putting more space between himself and Laing but at the same time increasing the gap that he must make up to get back to Johnstone. Johnstone at length fell away in his direction, although he was never further down than the Naval Dock. Reaching his course here Johnstone found the Taranitula right in his way. He elected to

round her bows, eastward, passing between her and her buoy. This brought him closer to Lyon who was trying hard to make up his disadvantage. Johnstone was now farthest east with Lyon coming strongly back to Johnstone's wake and Laing furthest west. Lyon reached Johnstone's track to find him still hopelessly ahead but also he found Laing. They collided and then ensued a fine finish. Johnstone won on his own, at least 150 yds. to the good, but all eyes were on the pair battling for second place. They had at least 300 yards still to go. Laing slowly went ahead, Lyon apparently having nothing left after remedying his mistake in not keeping the course. Laing diverged towards V.R.C. nearing the finish but corrected himself and stalled off his rival's challenge, to win by about five yards, reversing his last year's defeat by Lyon for the same position. There was a burst of applause. The others were long in coming, but all but three, Silva, Soares and Strange, finished fourth place, the former winning. Cooke and Mrs. Richmond also finished together. The latter, ninth, was heartily applauded. The places and times follow:—

1 J. R. Johnstone	27	14
2 D. Laing	28	14
3 D. Lyon	28	25
4 R. Campbell	36	58
5 R. J. W. Tatam	37	7
6 W. Neal	37	37
7 C. Freak	39	—
8 J. F. Cooke	41	35
9 Mrs. Richmond	41	56

Mr. R. E. Bellios distributed the prizes and in doing so said that the V. R. C., could congratulate itself on the advent of a lady swimmer. With Mrs. Richmond's permission, he intended to read her record which is as follows:—Mrs. Richmond belongs to the Maidenhead (Reading) Swimming Club. In 1911 she swam 15 miles from Richmond to Blackfriars Bridge, coming in sixth out of 28 entries. (Applause). Her time was 4 hours, 44 minutes. Can we beat an achievement like that? Mrs. Richmond, do you know I think you have the keen appreciation of every member of this Club because you are the first lady who has taken part in this race, and I have been asked by the Committee to give you a little souvenir with the Club colours on one condition—and that is that you are to do it again. (Applause).

The winner received a beautiful silver cup donated by Mr. Bellios, and Laing and Lyon were also presented with cups. Mrs. Richmond received a bouquet in silver holder tied with the Club's colours.

The swimmers who finished received silver spoons.

Hearty cheers for Mrs. Richmond and Mr. Bellios concluded the proceedings.

The officials who looked after the race and who deserve all praise were:—

Judges:—Messrs. A. Silva Netto, J. H. N. Mody, A. S. Ellis, R. E. Bellios, S. Stewart and C. R. C. Rodrigues.

Time Keepers:—Messrs. A. A. Alves and A. E. Alves.

Hon. Sec. Mr. R. H. B. Mitchell. Prize Donors:—Messrs. R. E. Bellios, J. H. N. Mody, A. F. B. Silva Netto and J. Stewart.

Mr. R. M. Dyer is also to be thanked for lending the V. R. C. a launch.

KOWLOON NOTES.

The Kowloon Cricket Club golf section, has arranged three very interesting competitions to be played off during the next two or three months. First there is a "Victory Cup" to be played for, the conditions being match play on handicaps. It is interesting to note that all the entrants for this event are members of the Club who have been on active service. They are as follow:—Messrs J. V. Braga, E. L. Braga, B. D. Evans, J. C. Fletcher, J. Ralston, R. Lap-sley, H. E. Stevens, M. L. Bailton, W. T. Elson, W. J. Edwards, C. H. Summers and A. O. Brawn.

The next competition is the "Owners' Cup" the conditions being two-ball foursomes on handicaps, that is, three-eighths the difference between the aggregate handicap. The first round is to be finished by November 2, second round by Nov. 16, semi-final by November 30 and final by December 14. For this Cup there are 30 entrants.

The third competition is for the "Thomson Cup" the conditions being:—Qualifying round, 18 holes "Medal" play on handicap, all competitors to qualify on the same day. The best eight cards handed in will play off "Match" play, and the qualifying round will be played on Sunday October 26. Members to arrange their own partners. There are 30 entrants for this competition.

On Saturday the K.C.C. will play the Indian Recreation Club XI on the former's ground.

Kowloon sportsmen played a very prominent part in the matter of providing good sport and other entertainment for the Shanghai Bowls team.

We again compliment the authorities on the very great improvement in the regulation of the ricksha coolies outside the Ferry Wharf. We have reason to believe that our previous remarks on the subject have been instrumental in bringing about the much-needed reform, but the scene of quiet and order which exists, and let us hope is to continue, well repays us for any trouble we may have taken in the matter.

In this connection, we would put forward a suggestion which we think, if carried out, would avoid possibility of accidents and a good deal of inconvenience. Our suggestion is that rickshas carrying arrivals from the Ferries should proceed along Salisbury Road, and to Nathan Road via Hankow and Peking Roads. Rickshas carrying passengers to catch ferries should proceed straight: down Nathan Road and along Salisbury Road. This would considerably ease the congestion which takes place on Hankow and Peking Roads when the rickshas meet and it would also be a convenience to departing passengers, for they would be enabled to see the Ferry signal much sooner, and regulate the speed of their particular ricksha coolie accordingly. The regulation would, of course, entail no increase in distance. We are of the opinion that a few simple and common-sense methods such as the above would greatly improve the traffic question in Kowloon. If put into force the regulation would certainly prevent the danger of an accident on the corner of Hankow and Peking Roads, which, under present conditions, is bound to happen sooner or later.

A correspondent suggests that the Ferry signal would better serve its purpose if it were placed in a prominent position in the K.C.R. station building. It is said that were this done, the signal could be seen in Hankow Road. The idea has merit, but we think our suggestion with regard to the alteration of the routes taken by the ricksha coolies would meet the case, since the present signal could be seen almost at the foot of Nathan Road.

A morning contemporary outlined, last Wednesday, a very comprehensive and simple scheme for Kowloon in regard to the housing problem. There was a proposition for six-roomed houses with all offices and a garden, at a rental of \$140 per month which would pay a net return of seven-and-a-half per cent. Such a house could be arranged to accommodate, independently, two families, bringing the divided rental to \$70 per month.

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HOTEL MANSIONS.

We must rub it in. At present \$70 to \$85 per month is asked for a two-roomed flat, with no garden, in a jerry-built edifice.

And the erstwhile Colonial Secretary says "it is an economic rise" and is not profiteering. If high Government officials take this absurd attitude we are afraid the scheme outlined in our contemporary will get no further than the paper upon which it is printed.

We remember some time ago this same official told a gathering in the Legislative Council that a pneumatic tyre on a ricksha would not last more than three months. At least, he stated that was the report made to him by a ricksha proprietor, and since the argument was put forward in support of Government refusal to take certain steps with regard to rickshas, we naturally assumed that the then Colonial Secretary concurred. Now he tells us the fairy tale about "economic rises." We don't want to be treated like school children, and such statements are the incentives to requests for representation for Kowloon on the Legislative Council.

All the same, what Kowloon really wants is not six-roomed houses, at \$140 per month; neither does it wish such houses divided for two families. This house-sharing business is almost as objectionable as the flat system. Four-roomed houses, with gardens, to let at about \$70 or \$80 a month would be far preferable.

We learn that Mr. and Mrs. C. D. Lambert are on their way out from Home. Mr. Lambert is Locomotive Superintendent of the Kowloon-Canton Railway and has been on war service since 1916, and has attained the rank of Captain.

A Tai-po resident informs us that he understands "the electric light installation scheme" for that district referred to in the Budget was formulated about ten years ago. Well, what is our reader grumbling about? Is not that about the usual length of time that must elapse before our city fathers start to put schemes into actual practice?

So far as the Budget speech is concerned, we are glad to see that His Excellency realises the importance of Kowloon and that his remarks foreshadow personal investigation of its needs. Kowloon figures very largely in the sums to be set aside for the coming year. We are to have a new Fire Station, a sum of \$150,000 is earmarked for making new roads and improving the existing ones. Coronation Road is to be extended, various low-lying areas are to be filled in, larger water mains are to be provided and the distribution system is to be improved. His Excellency also mentions improved means of transport (by which we assume he means trams or motor-buses) and a hospital as being matters that appear to require early attention. We only hope they will receive it.

But what about housing? That is the question of the day, yet it was not specifically mentioned. The making of new roads and the opening up of fresh areas may encourage building, but the public wants to see something done, and done soon. Vague promises and hints of improvements will not affect the problem immediately. And is the Government going to build for the public, or is it not? Moreover, what about the "hotel" scheme which Mr. Severn announced some time ago had received the approval of the Secretary of State? If it is not to be proceeded with the fact might have been mentioned. Perhaps our recent plea for houses instead of a block of flats is being considered. But action is needed, not mere consideration. That'll do for the moment on the Budget. Perhaps we shall have more to say later on.

The result of the jumble sale in aid of the Ministering Children's League, held at St. Andrew's Church Hall, last Wednesday, was most satisfactory, a sum of nearly \$110 being realised. This in view of the fact that the articles for sale were disposed of at very low charges, reflects great credit on the ladies who so kindly undertook this work, under the able supervision of Mrs. Griffin.

NOTICES.

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SAILINGS FOR

LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hong- kong about	Due Marseilles about	Due London about
PRINZESSIN KHIVA	29th Oct. 1st Nov.	1st Dec. 3rd Dec.	10th Dec. 12th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

JAPAN 22nd Oct. due Calcutta about 13th Nov.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

GREGORY A. leave Hongkong about 21st Oct. Due Kobe about 30th October.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.
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SHIPPING.

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NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.

KASHIMA MARU ... Saturday, 22nd Nov. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

SHIZUOKA MARU ... Friday, 17th Oct., at noon.

KAGA MARU ... Friday, 31st Oct., at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Saturday, 25th Oct., at 11 a.m.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroan, San
Francisco, Panama & Colon.

TOKIWA MARU ... Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU ... Monday, 20th Oct.

TENSIN MARU ... End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU ... Sunday, 2nd November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU (Omitting Shanghai) Saturday, 18th Oct.

TOTOMI MARU (Omitting Shanghai) Monday, 20th Oct.

TAMBA MARU ... Sunday, 19th Oct. at 11 a.m.

EXTRA SERVICES—(Marseilles, L'pool, Antwerp, Rotterdam etc.)

* DELAGOA MARU ... Saturday, 25th October.

* (London, Antwerp & Rotterdam)

TOYOOKA MARU ... (Marseilles & Liverpool) Thurs. 30th Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL-STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Ton	Leave Hongkong
SHINRYU MARU	22,000	29th Oct.
PERSIA MARU	2,000	14th Nov.
KOREA MARU	22,000	16th Nov.
SIBERIA MARU	21,000	28th Nov. (from Kobe)
NIPPON MARU	11,000	5th Dec.
TENYO MARU	21,000	18th Dec.

* Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALE OA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers Leave Hongkong.

SEIYO MARU 4th Nov.

These are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

Telephone Nos. 2374 & 2375. T. DAIGO, Manager, KING'S BUILDINGS.

SHIPPING NEWS.

P. AND O. COMPANY OPENS NEW RUNS.

The British lines, comprising the Peninsular and Oriental Steam Navigation Company, British India Steam Navigation Company, and the Well Line, will, in September and onwards have steamers loading in Hamburg, Bremen (if sufficient inducement offers) and Rotterdam, in connection with their services to India. The P. and O. and British India Companies will serve both sides of India and the Persian Gulf, and the Well Line Colombo, Madras, and Calcutta. Antwerp is already served by these companies, and this connection will be sustained and augmented.

LINERS INSTEAD OF WARSHIPS. A very remarkable and significant step has been taken by Messrs. Yarrow and Co. in connection with their Glasgow yards. Before the war they were chiefly concerned in the construction of special types of light-class warships. During the war the whole of their plant was adapted for the construction of torpedo-boat destroyers and the latest types of motor boats for Admiralty purposes, such as have distinguished themselves on several occasions in certain cutting out expeditions. As a result of the stoppage of naval work, the firm, with characteristic energy and boldness of policy, have decided to enter upon the construction of certain intermediate types of passenger liners. Sir Alfred Yarrow, Bart., has long established his reputation as a man who bids for big things in his profession, and in this respect he is most vigorously backed by his brilliant son, Mr. A. F. Yarrow, who, for some years past, has achieved very pronounced distinction in modern marine engineering, and it is highly probable that the liner type which is to be produced from the yards will have distinctive features in regard to oil fuel.

THE CONCRETE SHIP. Shipbuilding is a huge industry and has exercised the best brains all the world over, says a writer to the *Journal of Commerce*. The latest development is the vessel built of reinforced concrete. Like very many new departures in industrial development it has had to endure a lot of prejudice from men who have been brought up and accustomed to the existing state of things. First, when iron ships made their appearance this was manifest. Actual experience in time dispelled the idea that they would not float like a wooden sailing ship. They have survived every possible test, and the world's commerce has been borne over every sea with a confidence and success that men had come to believe that the ultimate perfection had been reached. That is not so. The reinforced concrete ship has come to stay. I am convinced of this from an interview with the master of one, who has faced the roughest weather in the Channel during the last week. He has had command of a couple of those vessels within the last six months. What he says is that he finds them the safest sort of vessel that ever he sailed with. I asked if I could give him my name, but he thought I had better not, just as yet, "but," said he, "you can take it from me as an absolute fact that I want to go to sea in no better boat. They are as buoyant as a lifeboat, and are constructed on much the same principle as a lifeboat. They rise to every sea like a bird and shipped no water, only sea spray. We had a very rough run down to the Tyne, and passed a large number of steamers sheltering in Bridlington Bay, storm-bound. We were towing a number of lighters, of like construction, and they all behaved splendidly. Officers and sailors are unanimous that after such a severe tussle with a heavy sea they will never again question the capabilities of this class of vessel to stand any amount of dirty weather without turning a hair. I would like to mention this in *The Journal of Commerce* so that seafaring men may get the crank idea out of their heads that such vessels are not seaworthy. That is all bunkum. I never want to sail in a better ship, and, as you know, I have many years experience both in coasters and deep sea ships." The master who kindly gave me this interview is one of the finest Shields captains who ever sailed out of the Tyne, and in the early part of the war was thanked by the Admiralty for the brave way he fought a German submarine while towing a big French grain ship, and received from them a valuable chronometer watch inscribed with a notice commemorating the event.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.
SHANGHAI & TSINGTAO Chenan ... 19th Oct. at d'light.
SWATOW & BANGKOK Luchow ... 21st Oct. at 10 a.m.
SHANGHAI ... Shantung ... 21st Oct. at noon.
MANILA, CEBU & ILOILO Taming ... 21st Oct. at 3 p.m.
SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tain (two weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.
Hongkong Oct. 16, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Japan	19th Oct.	22nd Oct.	Java
Tjikini	Java	22nd Oct.	29th Oct.	Shanghai
Tjimanoeck	Java	25th Oct.	6th Nov.	Java
Tjiliwong	Java	28th Oct.	2nd Nov.	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	J. W. Evans	SUN., 19th Oct. at 10 a.m.
Hailan	A. H. Stewart	WED., 22nd Oct. at noon.
Quinnchaug	Medina	FRI., 24th Oct. at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
HAIPHONG via Hoihow	Taksang	Mon., 20th Oct. at 8 a.m.
TTSHIN via Wei & C'foo	Cheongshing	Mon., 20th Oct. at 2 p.m.
KOBE	Fooksang	Mon., 20th Oct. at 5 p.m.
SHANGHAI	Kwongsang	Tues., 21st Oct. at d'light.
STRAITS & Calcutta	Kumsang	Thurs., 23rd Oct. at 3 p.m.
SANDAKAN	Hinsang	Fri., 24th Oct. at noon.
MANILA	Yuensang	Fri., 24th Oct. at 3 p.m.

CALCUTTA LINE.—The Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

According to Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at "where when" adjustment offers.

BORNEO LINE.—Weekly service between Hongkong and Sandakan by a steamer having good accommodation for passengers.

Cargo taken on through Bills of Lading for Katat, Jassien, Labuan, Tawau and Labad Davao.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Walsail and Obolow.

Under Straits Government Passport Regulations.
All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Malbourne, via Queensland Ports	13th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
A duly qualified Surgeon and Stewards are carried on each vessel.
For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.

AGENTS.

C.P. & O.S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Miji) Kobe & Yokohama)

FROM DUE

STEAMERS. HONGKONG. VANCOUVER.

Empress of Russia Oct. 30 Nov. 17

Empress of Japan Nov. 5 Nov. 26

Empress of Asia Nov. 27 Dec. 15

Monteagle Dec. 19 Jan. 12

Empress of Russia Dec. 25 Jan. 12

Empress of Japan Dec. 31 Jan. 21

Empress of Asia Jan. 22 Feb. 9

Passage for a Hongkong to United Kingdom

Empress of Russia 15th Nov. Reg. 1500 Gold 485.00

Empress of Asia 15th Nov. Reg. 1500 Gold 485.00

Fares subject to change without notice.

Registration for Passage for Season 1920 now being made.

For particulars regarding passage fares, sailings and reservations of accommodation, and insurance and descriptive literature apply to

P. O. SUTHERLAND, GENERAL AGENT, Phone 752, PASSENGER DEPT. HONGKONG.

J. M. WALLACE, GENERAL AGENT, Phone 42, HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA" 5th November.

S.S. "VENEZUELA" 2nd December.

S.S. "ECUADOR"

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to—Company's Office in

Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Goring), will leave

the Saikong Wharf (Connaught Road West) for Wuchow via

West River Ports, on 20th Oct.

This vessel has excellent European accommodation for first

class passengers, and was built expressly for the West River

trade, being fitted with electric light and fans and is complete

with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow

passengers taking the round trip will be allowed to remain on

the vessel without extra charge.

For freight and passage apply to

BANKER & CO.

1st Floor Hotel Mansions

or

Messrs. Thomas Cooks & Sons

Passenger Agents.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

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HEAD OFFICE—65 BROADWAY, NEW YORK.

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COMPANY MEETING.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

The thirty-eighth ordinary general meeting of the above Company was held, to-day, in the offices of Messrs. Jardine, Matheson and Co., Ltd., at noon.

Mr. D. G. M. Bernard presided, and there were present the Hon. Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs. G. W. Barton and J. W. C. Bonnar, (Directors), Mr. E. F. Aucott (Secretary) and Mr. W. E. L. Shenton (Solicitor to the Company). Messrs. M. K. Lo, U. Rumjahn, H. Ruttenberg, M. W. Lo, G. F. Lammett, Lo Cheung-shiu, W. Logan, A. B. Stewart, F. Smyth, Lo Man-hin, S. E. Grimstone, A. M. da Silva, L. E. Remedios, S. E. da Luz, R. J. Patterson, E. Basto, E. M. da Silva, Ho Shai-ki, Li Yew-man, Ho Ying, Fung Hun, Ho U-shang, R. M. Austin, H. Ruttenberg (representing, Alice Ah Tung), G. K. Chatham, Neil Macintyre, A. Pearson, N. H. Raiton, N. Croucher and A. Piercy.

The Chairman said:—Gentlemen.—The report and statement of accounts have been in your hands for some days and with your approval I will, as customary, take them as read. Shortly after our annual meeting held on 1st November last, the welcome news of the signing of the Armistice was received, and hopes were entertained that our ships, a large number of which were running in distant waters entirely on Government account, would soon be returned to us to resume running in their normal trades. I am glad to say these anticipations were, to a great extent realised, and as soon as hostilities ceased, the Government began releasing our steamers as rapidly as circumstances permitted. This was followed by an announcement that the National Control Scheme, or as it is better known, the "Liner Requisition Scheme," would, in the case of this Company, terminate on the first occasion after midnight on 13th March 1919 on which cargo was discharged at a terminal port from such time therefore all freights, which had hitherto been credited to the Government, have reverted to the Company. My predecessor at last year's meeting brought to your notice that the Company's steamers running on "Flat" requisition in more distant waters and which were not under our immediate supervision, had been subjected to most excessive wear and tear, and warned you that heavy repairs would be necessary when they were released from Government control. These vessels, as soon as they returned to the China Coast, were thoroughly overhauled and re-conditioned, the work extending over a considerable period, and involving very heavy expenditure, due in a large measure to the increased cost of labour and material. Your Directors, however, have followed the policy adopted by almost all other British Shipping Companies in this connection and I can with confidence assure you that such thorough repairs and renewals have been effected to the Fleet generally this year, that the steamers, despite their severe handling, are now in a very satisfactory condition. I should perhaps mention that whilst a portion of the expense of this re-conditioning is being recovered from the British Government, such portion forms but a very small percentage of the total outlay. I am pleased to state that all the Company's vessels have now been returned to us, their overhauls and re-conditioning finally completed, the various services reorganized and normal conditions once more reverted to. With regard to the regrettable loss of the s.s. "Kutsang," our claim against the Government has been settled and although not so satisfactorily as we had hoped in the first instance, the basis of the settlement arrived at was the same as that adopted with other Companies. The sinking of this vessel, the largest of the Company's Fleet, has proved a serious loss to our tonnage suitable for the Calcutta

Line, which, as your Chairman stated last year, is of great importance to this Company. Our interests in this trade, however, have been fully protected by utilising extra vessels of smaller capacity pending the placing of new and larger steamers on the run, which matter is now under consideration. Since 31st December last the opportunity has been taken to dispose of two of the Company's steamers, the s.s. "Mausang" and the s.s. "Suisang," which, owing to their age and general condition, were found unsuitable for the requirements of our business, and they were sold at satisfactory prices showing a handsome profit on their book values. Your Directors, since the cessation of hostilities, have been giving very careful attention to the question of augmenting the Fleet by the building of new and up-to-date steamers. It must be remembered that many of our vessels are becoming old and unsuitable for the modern requirements of trade in these waters and there is also the need of providing for the further expansion of trade in China. Prices of labour and material, however, as you are well aware, have advanced enormously in all directions during the last few years and it cannot be expected that we can acquire new tonnage on anything like the same low level as we have done in the past. Your Directors are confining their attention at present to meeting such requirements as call for immediate attention only. Several new steamers will probably be contracted for in the near future, but a more extensive development of our building programme will, I am afraid, have to be deferred until the labour difficulties are in a more settled condition and the price of building reaches a more reasonable level. Turning to the Report and Statement of Accounts you will observe that we have opened a new account called "Building Reserve Account." To this account we are crediting the profit on the book values of steamers sold or lost with a view to utilising these amounts to write down the value of new steamers to a more reasonable figure. I should like to mention a matter which arose in connection with the final dividend for the year 1917 which was declared on 1st November, 1918. The dividend was paid to shareholders on the Hongkong Register at Exchange 27 5/16 which was the average rate for the year. The higher exchange value of the dollar, however, that was ruling at the time the dividend was paid would have resulted in paying to Shareholders on the Hongkong Register in silver a larger sterling equivalent than those on the London Register. To adjust this the latter were given an equal sterling amount and the difference was charged to Exchange Fluctuation Account, which course I trust will have your approval. In order to put the shareholders on the London and Hongkong Registers as nearly as possible on an equal footing, it is now proposed that the dividend should be paid at the rate current on the day the Accounts and Dividend are approved by your Directors. As called for under our Trust Deed £18,650 0s. 0d. First Mortgage Debentures have been redeemed. Shareholders will doubtless observe with satisfaction the largely increased amounts shown in the Balance Sheet against "Investments" which now total £1,541,654 18s. 10d. An addition of £232,133 15s. 10d. has been added to this account during the year under review, and you will I am sure approve of the steps taken by your Directors to avail of the high rate of Exchange by converting our Silver Revenue as it became available investing as much of surplus money as possible in Government War Securities yielding satisfactory rates of interest. Numerous applications have again been received from various Marine Charitable Institutions and the Company during 1918 contributed amounts commensurate with the need of each call, and also donated a further \$10,000 to local War Charities. Such payments I trust have your approval. Your Directors have pleasure in again recording their appreciation of the excellent services rendered by the Floating Staff, which I feel sure will be endorsed by all shareholders. It is gratifying to know that the trying conditions under which many of our employees afloat had to perform their arduous duties during the War period, are now happily at an end, and I feel you would wish me to take this opportunity of conveying to them an expression of your gratitude for the conscientious manner in which they have one and all carried out their duties. (Applause.) The "Kutsang" is the only vessel of the Company lost through a direct act of War and the Company has to congratulate itself on escaping more serious loss, which has unfortunately been the lot of most other British Shipping Companies. Fortunately the shortage of Officers is no longer acute and it has been possible to arrange home leave for many of our employees which, owing to war conditions, was long overdue. In conclusion, Gentlemen, I must express regret that it has been impossible to present the accounts earlier this year. This is entirely due to the protracted negotiations with the Government as regards the terms under which our vessels were requisitioned. As you were informed by my predecessor, these negotiations lasted for upwards of a year and although the final adjustment of Government Accounts may possibly result in a little delay in holding our next Annual Meeting, every effort will be made to make up for lost time with a view to holding it as near the usual time as possible. I think, Gentlemen, I have now dealt with the more important events of the year under review, and I have much pleasure in proposing the following resolution:—

That the Report and Statement of Accounts as presented including the payment of a Final Dividend of 3 shillings (3s.) on the Preferred and £3.10.0 on the Deferred shares be adopted, that the sum of £10,048.83 be carried forward to next year's account and that the Dividend on shares on the Hongkong Register be paid at Exchange 42/4d.

As soon as this resolution has been seconded I shall be pleased to reply to the best of my ability to any questions which the shareholders may desire to ask.

Sir Paul Chater seconded, and the motion was carried.

Mr. Lo Cheung-shiu proposed, and Mr. U. Rumjahn seconded, the confirmation of the appointment to the Board of Directors of Messrs. G. W. Barton and J. W. C. Bonnar, and the motion was carried.

Mr. G. P. Lammert proposed and Mr. A. B. Stewart seconded the re-election to the Board of Directors of Mr. J. W. C. Bonnar, and the motion was carried.

Mr. F. Smyth proposed, and Mr. W. Logan seconded, the re-election of Mr. A. R. Lowe and Mr. E. A. M. Williams as auditors for the ensuing year, at a remuneration to be fixed by the Directors and the motion was carried.

The Chairman then announced that dividend warrants would be ready to-morrow morning; and the meeting terminated.

KNEW BY THE "HONK"

A reader sends as the following from the *Boston Transcript*:

A portly Dutch woman applied at the Post Office for a money-order to send to her son in the far East. She told the clerk she had left her son's letter at home, but said he was "some place out by China, dot sounds like der noise an automobile makes."

The clerk smiled and turning to another near by he said: "What kind of a noise does an automobile make, Joe?"

"Honk, honk!" the other suggested.

"Yah, dot's it," exclaimed the woman, her face brightening. "Honk, honk, dot's der place."

So the clerk made the order payable at Hongkong and the woman went away happy.

NEW ADVERTISEMENTS.

VICTORIA THEATRE

COMMENCING

TO-MORROW NIGHT



In it he will teach the whole world to

- be happy though hired.
- lay fresh fried hen fruit.
- let no grass grow under the feet.
- chauffeur the cows.
- catch wild oats.
- beat the alarm clock.
- win a maiden's love.
- meet real fairies.

Farm life as it should be!

Produced by the world-famous comedian to lure our soldier boy back to the land.

Prices \$1.50 \$1.00 & 70 Cents.

Booking ANDERSON'S.

P. & O. S.N. CO.

THE Twin Screw

S.S. "PRINZESSIN"

Will be despatched from Hongkong on or about

OCTOBER 25TH.

Taking THROUGH PASSENGERS and CARGO to

MARSEILLES & LONDON.

For Passage and Freight apply to—

MACKINNON MACKENZIE & CO.,
22, Des Vœux Road Central.

NOTICE.

UNIVERSITY OF HONGKONG

Applications are invited for the post of Demonstrator (Chinese) in Physics and Chemistry in the above University.

Knowledge of English essential. Particulars can be obtained from the Dean of the Engineering Faculty.

N. TEESDALE MACKINTOSH Registrar.
Hongkong, 16th October, 1919.

WANTED.

WANTED.—Competent Stenographer and Typist. State previous experience and salary required to Box 263 c/o "Hongkong Telegraph."

NOTICE.

BY ORDER OF THE OWNERS
PUBLIC AUCTION
THE VERY
VALUABLE BUILDING SITE

Situate at
KOWLOON POINT
TSIMTSATSUI
WITH LARGE FRONTAGE
ON KIMBERLEY ROAD
KOWLOON
RIPE FOR IMMEDIATE
DEVELOPMENT
TO BE SOLD BY
PUBLIC AUCTION
ON
THURSDAY

The 30th day of October, 1919
at 12 o'clock Noon
by

MR. GEO. P. LAMMERT
at his Auction Rooms in
Duddell Street.

The Property consists of—
All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1154.

The Property is situate in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from,

MESSRS. DEACON LOOKER
DEACON & HARSTON,
1, Des Vœux Road Central,
Hongkong

The Vendors' Solicitors
Or From
Mr. Geo. P. LAMMERT,
The Auctioneer.

NOTICE.

A. S. WATSON & CO., LTD.

NOTICE is hereby given that an Extraordinary General Meeting of A. S. Watson & Co., Ltd. will be held at the Hongkong Hotel on Monday, the 20th day of October, 1919, at noon, for the purpose of considering, and if thought fit, approving, the draft new Articles which will be submitted to the Meeting. A copy of such Articles and a copy of the existing Articles may be seen at the offices of the General Managers in Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong. In such copy the portions of the proposed new Articles which differ from the old Articles are indicated by underlining in black ink.

Should the Meeting approve of such Articles with or without modification, the subjoined Extraordinary Resolution will be proposed:—

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting which will be subsequently convened.

JOHN D. HUMPHREY & SON,

General Managers.
Hongkong, 9th October, 1919.

THE INDUSTRIAL AND
COMMERCIAL BANK,
LIMITED.

Head Office: 4, Des Vœux Road Ctl.
Hankow Branch: Pansoff Building.

FOR THE YEAR TO COME

Provision is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by
OPENING A SAVINGS ACCOUNT
WITH US
\$1 to start.
SYSTEMATICALLY it will grow to THOUSANDS.

G. R.

NOTICE

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
C. S. P.

Hongkong, 5th September 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 21st,
October 1919.

commencing at 11 a.m.
at his Sales Rooms, Duddell Street

5 Dozen Scarves - Assorted colours
20 Dozen Woollen Socks - black - plain
20 Dozen Black Silk Socks - plain
10 Dozen Brown Silk Socks - plain
20 Dozen Atkinsons Eau de Cologne - 4 oz.
20 Dozen Atkinsons Eau de Cologne Soap in 1/4 doz. boxes
20 Travelling Rugs

Also

A Selection of Cashmere and Tweed Suit Lengths
180 yards of Superior Flannel Shirtings

(suitable for Shirts, Blouses and Pyjamas)
N.B.—The above goods are of a Superior Grade and will be sold in Lots to suit purchasers.

Terms: Cash on delivery.

On view from Monday the 20th inst.

Geo. P. LAMMERT,
Auctioneer.

HAD A HARD TIME GETTING
HER TEETH

UNTIL BABY'S OWN TABLETS
WERE TRIED—THEN BEGAN
IMPROVING AT ONCE.

The reason why Mrs. David Lee's physician prescribed Baby's Own Tablets for her child was because he knew them to be perfectly harmless; they are sold under a guarantee, backed by a Government Analyst's certificate, that they contain absolutely no opiate or narcotic and can be given with perfect safety even to the youngest infant.

Says Mrs. Lee, who resides at Lindsay, Ontario, Canada:—"My little girl had a hard time getting her teeth. She was quite feverish, her tongue was coated, her breath offensive and she vomited milk. On the advice of our doctor I gave her Baby's Own Tablets and she began improving at once. She had not slept well at nights for three months, and I was almost worn out caring for her. Nothing did her any good until I gave her the Tablets. Now her food digests properly, her breath is sweet, her tongue clean and she is quiet and good. I can strongly recommend the Tablets to other mothers, as they did my baby good when nothing else did."

Baby's Own Tablets, the Canadian children's remedy, are recommended in cases of simple fever, colic, constipation, indigestion, diarrhoea. They make teething easy, promote healthy appetite, restful sleep and regular development, are a remedy for worms. Sold by chemists, or sent post free at 60 cents the vial by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

HOWE

THE STANDARD OF EXCELLENCE
A LARGE VARIETY IN STOCK.
MUSTARD & CO. Tel. No. 1186.

SCALES

EARLIER TELEGRAMS.

COTTON ACREAGE IN AMERICA.

New Orleans, Oct. 13.
At the Cotton Conference Mr. Wannamaker, President of the American Cotton Association, said the cotton acreage of America would not be increased till the price justified cotton growing by well paid labour, but the yield must be increased and the price must take account of the grower's chance that the grower had to take.
The World Cotton Conference has opened. Thirty-one nations and every branch of the cotton industry are represented. Mr. McColl, chairman of the National Council of American Cotton Manufacturers, who was elected chairman, hoped that an important agreement would be reached in methods which would benefit the whole industry.

JAPAN'S FAR EASTERN EMPIRE.

Washington, Oct. 14.
In the Senate Mr. Lodge, the Republican leader, vehemently denounced the Shantung provision of the Peace Treaty on the ground that Japan is building a Far Eastern Empire which would threaten the safety of the entire world. Mr. Lodge urged the maintenance of a superior navy in the Pacific as the day will come when the United States will be involved in another great war to preserve civilisation.

RATIFICATION OF PEACE TREATY.

Paris, Oct. 13.
The French "Journal Officiel" publishes a law empowering President Poincaré to sign the Versailles Treaty. Copies ratified by the signatures of the Kings of Great Britain and Italy are expected to arrive in Paris immediately. These signatures with that of President Poincaré make up the ratification necessary for the Treaty to come into force.—Havas.

AMERICAN RICE SURPLUS.

London, Oct. 14.
The "Times" reports that a representative of the Southern Rice Growers' Association of the United States, now in England, states that America's surplus of rice, half a million tons, is much better in quality than Asiatic rice. Offers for two hundred thousand tons have already been telegraphed to America.

THE RAILWAY STRIKE.

London, Oct. 14.
In accordance with the strike settlement the Railwaysmen's Executive interviewed the Premier regarding the resumption of negotiations whereafter Mr. Thomas expressed pleasure with the prevailing spirit and atmosphere of the meeting and the genuine desire of both sides to effect a settlement.

FRENCH SHIPPING STRIKE.

Marseilles, Oct. 14.
The shipping strike is extending. There were no sailings yesterday. The mails for Egypt and the Near East and nine thousand passengers are held up.

FRENCH AEROPLANES.

Paris, Oct. 13.
The "Daily Mail" notes that France is now giving away specimens of her best aeroplanes throughout Europe especially in new small States beginning to organise air services. Japan, Serbia, Greece, Czechoslovakia are among her clients.—Havas.

A PROPOSED ALLIANCE.

Paris, Oct. 13.
Italian papers comment on the proposed Italian-Franco-Rumanian Treaty including eventually Poland, Czechoslovakia and Greece to form a strong eastern and southern block against German ambition.—Havas.

BRITISH IN SYRIA.

Paris, Oct. 12.
General Gouraud, interviewed by "Havas" states that he will relieve British troops by French troops, chiefly colonial, in Syria and the French protectorate.—Havas.

THE BALTIC.

Paris, Oct. 12.
French papers publish Marshal Foch's note to Germany. Coercion goes on unless the Baltic lands are left. A joint commission is the sole point granted.—Havas.

THE SILVER MARKET.

London, Oct. 12.
Silver is quoted at 62½ and 62, steady.

THE CESAREWITCH.

London, Oct. 14.
The Cesarewitch probabilities are Queens Square (Donoghue), Haki (J. Childs), Sainte Loi (Templeman), King John (Martin), Buckthorn (Caralake), Silver Bridge (Hulme), Langdon Hills (Blair), Ivanhoe (Whalley), Golden Rule (Evans), Warwick (Robbins), Whiteheat (Fox), Unitol (Lane), Gaylord (G. Colling), Matoppe (Hamshaw), Chalkoi (Taylor), Sea-Voyage (K. Robertson), Eton Rambler (Garnett), Bridgend (Leach), Sheriff's Office (Bingstead), Golden Melody (Speck), Alasnam (A. Baldwin), Poldipelle (Wheatley).
The betting is 9/2 King John, 5/1 Golden Melody, 7/1 Unitol, 17/2 Gaylord, 100/7 Silver Bridge, 30/1 Ivanhoe. Offered stakes are 22/1 Sheriff's Office, 25/1 Alasnam and Stetol, 22/1 Bridgend.

SPORTING TIT-BITS.

Benskin took six Warwickshire wickets recently for 21 runs. During the present racing season the King of Spain's horses have run in 84 events and been successful in 45.

L. Hodge, an ex-Manchester United half-back, is the latest player to be secured by Stenhousemuir. He is to play at centre-half.
It was J. W. Hearne who saved Middlesex from defeat recently from Yorkshire. He batted three and a half hours for 77 not out.

It is proposed that in future the Harrow boys should have an alternative game to cricket for the summer term—golf or lawn tennis presumably.

The cricket match between the Old Etonians and Old Harrovians is to be revived next season. It was played last in 1914, after being in abeyance since 1892.

The possibility of W. R. Applegarth being reinstated by the A.A.A. as an amateur is being discussed. The former "Poly" man, however, may have different views as to his future.

Playing for M.C.C. against Buckinghamshire, Major E. G. Wynyard bowled lob, and in nine overs took four wickets for 10 runs. One of his victims was P. S. Fraser, who scored 30. Is this the old Grange man?

Morton have re-signed Gourlay, their forward, and McLean, their half-back. They have been a long time in getting settled with these capable players. Perhaps the defeat by Clyde helped on the negotiations.

In Tait, an ex-Army player, Leith Benburgh have got a custodian likely to fill with credit the position vacated by Moffat, now of Wemyss Athletic. He was to appear in the Leith team to-day at Dalkeith.

The value of Keene to the Grange this season, even when he has reached the veteran stage, is shown by the fact that he took almost as many wickets as all the other bowlers put together. He bowled over 200 more overs than the next man.

J. B. Roubis is of opinion that the salvation of cricket in the parks is to be found in the cocoanut meeting pitch. No one, he says, will learn to play cricket on bad turf wickets. The Parks Committee of Edinburgh Town Council might please note.

An English League club player is at present in Ireland, and is anxious to remain there. But his English club insist on his returning to them, and will neither give him a transfer, nor put him on the transfer list. The League will probably be called on to consider the case.

Seaford Athletic have made arrangements to resume operations. The club was allowed to lapse during the war, but the committee expect to be able to place a strong team in the field this season. Application is being made for entry to the East of Scotland Juniors Association and the Eastern League.

Boy McCormick was presented a few weeks ago with the light-heavy-weight Lonsdale Belt, which became his due when he defeated Harold Rolph on a foul in 15 rounds last April. He is the youngest boxer who has won a Lonsdale Belt since these handsome prizes were put up for competition.

The Captain McKenzie, who was an outstanding Scot in the British Army championships, is the famous John McKenzie, professional all-round athlete of pre-war days, and of Partick Police Force. John has probably won prizes at every games meeting of any note in Scotland, and at almost every athletic item, heavy and light, sprinting, vaulting, leaping, and even pillow-fighting.

The Hon. H. D. Van Sant, United States Consul at Dunfermline, was made an honorary member of the Caledonia Bowling Club on the occasion of the club's visit to Dunfermline. It is noteworthy that an American should have been the first to have bestowed upon him such a distinction. Mr. Van Sant is an ex-president of the Dunfermline Club and takes a keen interest in its affairs.

Some weeks ago William Waters, Lochgelly, and James Rae, Uphall, met to decide the destiny of the 18 yards Scottish Championship and the match finished with the Lochgelly man an easy victor. That win gave the "Fifer" the double championship, he at the time being the holder of the 21 yards title. Rae, however, was not satisfied with his form on that occasion and haste was made to have another game arranged, and with Waters agreeable, the pair met once more at the New Stevenson ground when the battle will be fought with the title and £100 as the stake.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Manila M.	O. S. K.	Oct. 17
Shidzuka M.	N. Y. K.	Oct. 17
Prinzessin	P. & O.	Oct. 21
Delagoa M.	N. Y. K.	Oct. 25
Nikko M.	N. Y. K.	Oct. 25
Stanley D.	R. S.	Oct. 25
West Inslip	S. & D.	Oct. 27
Iconium	A. L.	Oct. 29
Shinyo M.	T. K. K.	Oct. 29
Celebes M.	O. S. K.	Oct. 30
E. of Russia	C. P. O. S.	Oct. 30
Eurymedon	B. L.	Oct. 30
Torooka M.	N. Y. K.	Oct. 30
Kaga M.	N. Y. K.	Oct. 31
Khiva	P. & O.	Nov. 1
Suwa M.	N. Y. K.	Nov. 1
Colombia	P. M. S.	Nov. 4
Nanking	C. M. S.	Nov. 4
Seiyō M.	T. K. K.	Nov. 5
E. of Japan	C. P. O. S.	Nov. 5
Van Waerwyck	J. C. J. L.	Nov. 7
Seattle Spirit	A. L.	Nov. 10
Heartland	A. L.	Nov. 10
Wheatland	A. L.	Nov. 11
Africa M.	O. S. K.	Nov. 13
Persia M.	T. K. K.	Nov. 14
Waban	A. L.	Nov. 15
Endicott	A. L.	Nov. 17
Aki M.	N. Y. K.	Nov. 19
Elkton	A. L.	Nov. 19
Eurylochus	B. L.	Nov. 20
China	C. M.	Nov. 22
Kashima M.	N. Y. K.	Nov. 22
Korea M.	T. K. K.	Nov. 26
E. of Asia	C. P. O. S.	Nov. 27
Siberia M.	T. K. K.	Nov. 28
E. of Newcastle	B. L.	Nov. 30
Nishinaka	A. L.	Nov. 30
Seattle M.	O. S. K.	Nov. 30
Tokiwa M.	N. Y. K.	Nov. 30
St. Albans	E. & A.	Nov. 30
Alps M.	O. S. K.	Nov. 30
West Cactus	S. & D.	1st half Nov.
West Cajoot	S. & D.	2nd half Nov.
Venezuela	P. M. S.	Dec. 2
Nippon M.	T. K. K.	Dec. 6
W. Knight	A. L.	Dec. 7
Eldridge	A. L.	Dec. 10
Olochon	A. L.	Dec. 11
Montague	A. L.	Dec. 15
Tenyo M.	T. K. K.	Dec. 18
Montague	C. P. O. S.	Dec. 19
Crevecoeur	A. L.	Dec. 20
Knight Templar	B. L.	Dec. 22
Edmore	A. L.	Dec. 24
Nile	C. M.	Dec. 27
Grace Dollar	R. S.	1st half Dec.

JAPAN, COAST PORTS, ETC.

Choyang	J. M. Co.	Oct. 17
Loongsang	J. M. Co.	Oct. 17
Aki M.	N. Y. K.	Oct. 18
Totomi M.	N. Y. K.	Oct. 18
Haihong	D. L. Co.	Oct. 19
Tamba M.	N. Y. K.	Oct. 19
Chenan	B. & S.	Oct. 19
Taksang	J. M. Co.	Oct. 20
Cheongshing	J. M. Co.	Oct. 20
Fooksang	J. M. Co.	Oct. 20
Shinyu M.	N. Y. K.	Oct. 20
Gregory A.	P. & O.	Oct. 21
Taming	B. & S.	Oct. 21
Kwongsang	J. M. Co.	Oct. 21
Luchow	B. & S.	Oct. 21
Shantung	B. & S.	Oct. 21
Haitan	D. L. Co.	Oct. 22
Tjibodas	J. C. J. L.	Oct. 22
Japan	P. & O.	Oct. 22
Indus M.	O. S. K.	Oct. 22
Sossu M.	O. S. K.	Oct. 23
Kumsang	J. M. Co.	Oct. 23
Yuensang	J. M. Co.	Oct. 24
Hinsang	J. M. Co.	Oct. 24
Quinnabug	D. L. Co.	Oct. 24
Tjikini	J. C. J. L.	Oct. 29
Tenshin M.	N. Y. K.	E. of Oct.
Shisen M.	O. S. K.	Nov. 1
Tjiliwong	J. C. J. L.	Nov. 2
Tjimanoe	J. C. J. L.	Nov. 6
Tango M.	N. Y. K.	Nov. 22
Saigon M.	O. S. K.	B. of Nov.
Madras M.	O. S. K.	M. of Nov.

BREVITIES.

The first game law ever enacted is mentioned in Deuteronomy, 6, 22. "If a bird's nest chance to be before thee in any way or in any tree, and the dam sitting upon the young or upon the eggs thou shalt not take the dam with the young, but shall let the dam go free and take the young."

The shortest geographical name in existence is accorded to the village of O. O. is a hamlet in Normandy, 20 miles from Argenton.

The first American newspaper ever published was printed September 25, 1690, at Boston. Only one copy was ever issued. The title was "Public Occurrences Both Foreign and Domestic." The original home of the potato was South America, where Pizarro discovered it being cultivated by the Peruvian Indians. Pizarro introduced the potato to Spain in 1560.

The first roller skate was patented in 1823 by a citizen of London named Tyers.

In Death Valley, California, the summer temperature in artificial shade soars to 135 degrees with 1 per cent of humidity. A society to boost good roads has been organized in Tokyo.

MOVEMENTS OF STEAMERS.

The American & Manchurian Lines s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The N. Y. K. s.s. TOSAN M. (Calcutta Line) left Calcutta for this port via Singapore on the 29th Sept., and is expected here on the 30th Oct.

The N. Y. K. s.s. KAWACHI MARU (Liverpool Line) left Liverpool for this port via the Suez Canal on the 17th Sept., and is expected here on the 30th October.

The C.M. s.s. NANKING sailed from San Francisco on October 3rd, and she may be expected to arrive in Hongkong on Oct. 31st.

The N.Y.K. s.s. SADO MARU (European Line) left London for this port via the Suez Canal on the 4th Oct., and is expected here on the 12th Nov.

The N.Y.K. s.s. TAMA M. (Calcutta Line) left Calcutta for this port via Singapore on the 8th Oct., and is expected here on the 29th Oct.

The N.Y.K. s.s. TOTOMI M. (Bombay Line) left Singapore for this port on the 10th Oct., and is expected here on the 19th October.

The N.Y.K. s.s. TAMBA M. (European Line) left Singapore for this port on the 13th Oct., and is expected here on the 18th Oct.

The N.Y.K. s.s. SHINRYU M. (Bombay Line) left Moji for this port on the 13th Oct., and is expected here on the 19th Oct.

The R.M.S. EMPRESS OF ASIA left Yokohama 11th Oct. at noon, and is due at Vancouver on 20th Oct.

The R.M.S. MONTEAGLE sailed from Shanghai on 15th Oct. and is due at Moji on 17th Oct. The P. & O. s.s. GREGORY APCAR left Singapore for this Port on the 14th instant, and is due here on the 20th instant.

The P. & O. s.s. JEHANGIR left Moji for this Port on the 13th instant, at 5 p.m. and is due here on the 19th instant, at about 9 a.m.

The R.M.S. EMPRESS OF RUSSIA arrived at Kobe on 15th October, left there same day, and is due at Nagasaki, on 16th Oct.

The R.M.S. EMPRESS OF JAPAN arrived at Kobe on 15th Oct., left there same day, and is due at Nagasaki on 17th October. The N.Y.K. s.s. AKI MARU (Australian Line) left Manila, for this port on the 15th Oct., and is expected here on the 17th October.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Wadato, from T. Kio.
Manyuewing, from Amoy.
Ibarahyaku, c/o Japanese Consulate, from Osaka.
4102, 6671, Pakiat, from Kobe.
Abekobe, from Kobe.
Cheungnig, Pottinger Street, from Shanghai.
Kusanglee, from Shanghai.
Nagase, from O-saka.
Robert Carter, St. Georges Hotel, from Kobe.
Cheochian, Hoshun, W. St. Street, from Shanghai.
Fukuwayu, from Kobe.
Onlec, from Kobe.
Townsend, from Kobe.
Chongwa Tea Club, from Amoy.

Wongfongvic, Taichan Hotel, from Chefoo.

Bungalow, from Yokohama.
265, from Shanghai.
4149, 2435, 1377, Poon Taw Yin, Asia Hotel, from Shanghai.
Lan Sin Chuen, 7-Das Voux Road West, from Kobe.
Kaishing, from Amoy.
Yungshingtuok, from Shanghai.

Hengsoonseng, from Kobe.

T. KRING.

Superintendent.

Hongkong, Oct. 10, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Allitraton, from London.

Dualfr in Pati.

Hammard, 18th Infantry, from Surbiton.

Quip, Lacroix, Aster House, from Happonz.

Nutall, from Rangaugora.

Pirij, from Batavia.

Piassha, from Bombay.

Villata, from New York.

Wright, Care Awlik, from Calcutta.

D. de H. FARRANT, Superintendent.

Hongkong, Oct. 9, 1919.

NOTICE.

Reduced Prices
from October
15th.

Take
ADVANTAGE
of the
EXCHANGE
and re-tyre
with

FISK.

Covers.

Size	Non-Skid	Plain	Tubes
28" x 3"	\$18.50		\$4.75
30" x 3"	19.00		5.00
30" x 3½"	23.00	\$21.50	5.25
32" x 3½"	26.50	25.00	5.50
31" x 4"	36.00	34.50	6.00
32" x 4"	38.00	36.50	6.50
33" x 4"	39.00	37.50	7.00
34" x 4"	40.00	38.50	7.50

SHEWAN TOMES & CO.

MOTOR DEPARTMENT.

Garage No 7 Russell St.

Phone 659.

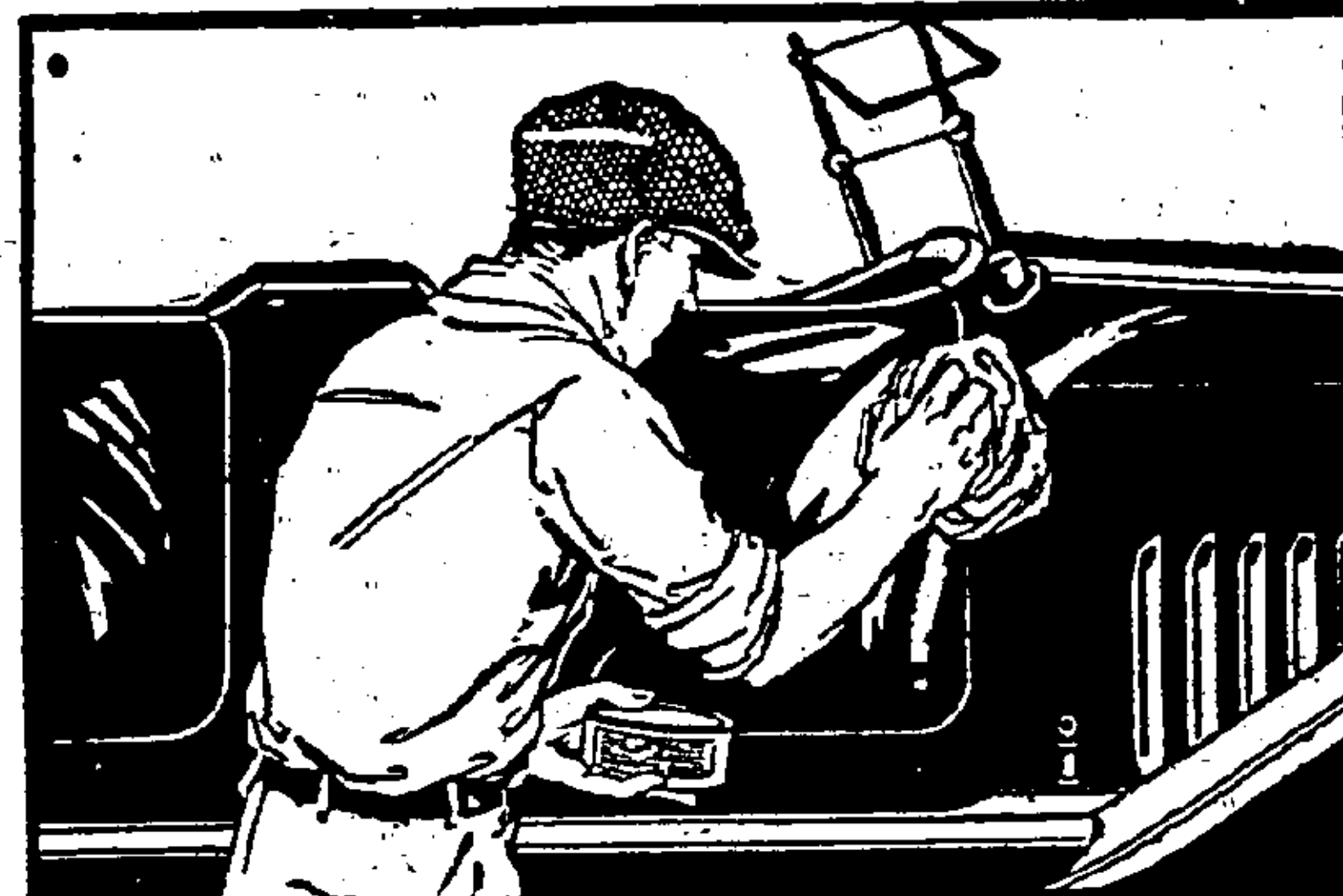
LA FAVORITE

LATEST PARISIAN CREATIONS

EVENING DRESSES, AFTERNOON GOWNS, SMART COSTUMES & SPORTING APPAREL.

LA FAVORITE

9 Beaconsfield Arcade.



Is The Finish Of Your Car
Dirty, Grimy And Unsightly?

Do you know that you, yourself, can make it look almost like new and save the cost of revarnishing? All you need is Johnson's Cleaner and Johnson's Liquid Prepared Wax.

JOHNSON'S CLEANER

really cleans. It entirely removes all stains, grease, scum, tar, road-oil, alkali, etc. Even those spots that are ground in—mud freckles and surface scratches you thought were permanent—will disappear like magic under Johnson's Cleaner.

Perfectly Harmless

Johnson's Cleaner contains no grit or acid—it cannot scratch or injure the finest finish—simply cleans and prepares it for the polish. No matter what kind of a body polish you use, you will never get good results unless the surface is clean—and for this purpose there is nothing equal to Johnson's Cleaner.

Easy and Quick

It requires no experience and but a few minutes' time to use Johnson's Cleaner. It always gives satisfaction on the finest finish or on an inexpensive car.

THE UNITED ASBESTOS ORIENTAL AGENCY,

LIMITED.

9 Queen's Buildings

SOLE AGENTS.

NOTICES.

"Golofina"

JAMAICA

CIGARS

These High-Class Cigars can now be
obtained at all Stores.

PRICES:

PERFECTOS:

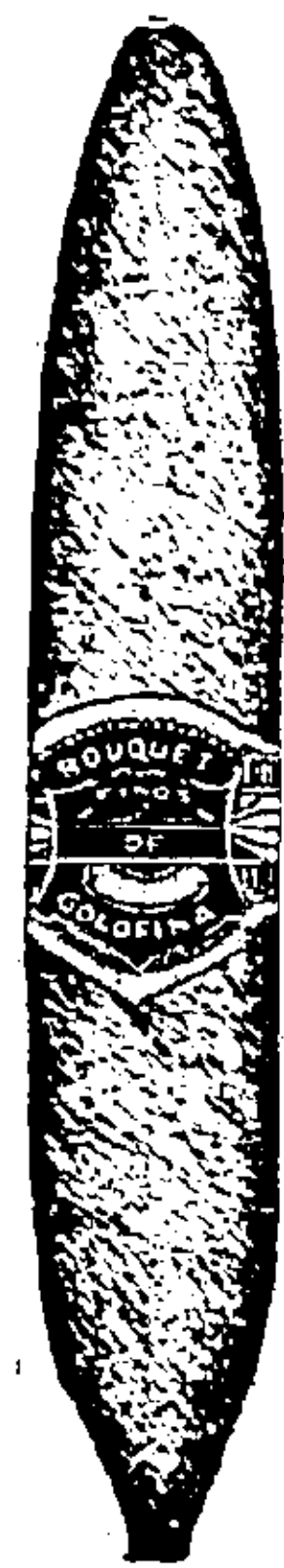
\$8.00 per box of 50 Cigars
\$4.00 " " " 25 "

BOUQUET FINOS:

\$3.00 per box of 25 Cigars.



"PERFECTO"
Actual Size



"BOUQUET"
Actual Size

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.
H.K. & S. Banks s. \$665 n. 670
Marine Insurances.

Cantons b. 440
North China b. \$200
Unions b. 206
Yangtzes n. 270
Far Easterns b. 23

Fire Insurances.

China Fires n. 138
H. K. Fires b. 345

Shipping.

Douglases b. 81
Steamboats s. 24 1/2
Indos (Pref.) n. 32
Indos (Def.) b. 200 sa. 195
Shells n. 183
Ferries s. 34

Refineries.

Sugars n. 177
Malabons n. 46

Mining.

Kallans b. 80 1/2
Langkats b. 19 1/2
Shanghai Loans b. 19 1/2
Shai Explorations b. 19 1/2

Raubs n. 210
Tronohs b. 33/9
Ural Caspians n. 47/6

Docks, Wharves, Godowns, &c.
H.K. Wharves s. & sa. 111 1/2
K. Docks b. 177 1/2 sa. 177 1/2
Shai Docks b. 118
N. Engineerings n. \$28

Lands, Hotels & Buildings.

Centrals n. 109 1/2
H.K. Hotels n. 120
L. Invest. b. & sa. 120

H. Phreys Est. n. 94 1/2
K. Loan Lands n. 46
L. Reclamations n. 173
West Points n. 90

Cotton Mills.

Ewos b. \$380
Kung Yiks b. \$34
Lau Kung Mows b. \$240
Orientals b. \$140
Shai Cottons b. \$252 1/2
Yangtzepeos b. \$19

Miscellaneous.

Cements b. 710
China Borneos b. 123 1/2
Do. Light b. old 7 1/2 new 5 1/2
China Providents s. 84
Dairy Farms s. 23
Electric H. K. s. 83
Electric Macao n. 34
Hongkong Ropes b. 29 1/2
Hk. Tramways s. 84
Peak Trams, old s. 7
Do. new n. 80 cts.

Steam Laundries b. 314
Steel Foundries b. 10
Water-boats s. 15 1/2
Watsons b. 610
Wm. Powells b. 12
Wisemans b. 29

Hongkong, Oct. 17, 1919.

WEATHER REPORT.

October 17d. 2h. 10m.—No returns from Vladivostok, Japan or Formosa. These from Guam are doubtful. Pressure is highest in the neighbourhood of Shanghai. Changes since yesterday are small. There is a typhoon near Guam. Its track cannot at present be determined. Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since January 1st, 71.20 inches against an average of 79.8 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast

1. Hongkong to Gap Rock. E. winds, fresh; fine.

2. Formosa Channel. N.E. winds, strong.

3. South coast of China bet. the same two H.K. and Lamco's 1st No. 1. The same between H.K. and Hainan, 1st No. 1. T. F. CLAXTON, Director.

Hongkong Observatory, Oct. 17, 1919.

NOTICE.

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Taksang, 977, Br. Capt. Picknell.
Haiphong, J. M.—Mooring.
C 45.
Luchow, 1320, Br. Capt. Morse.
Bangkok, B. & S.—Mooring.
C 39.
Patriot, 1605, Br. Capt. Le Brun.
Chin Wan, Tao, Moller.
Mooring—B 30.
Fooshing, 1423, Br. Capt. Robertson.
Seabattak, J. M.—Mooring.
C 33.
Chenan, 1354, Br. Capt. Lever.
Swatow, B. & S.—Mooring.
C 16.
Hinsang, 1815, Br. Capt. Malkin.
Sankakan, J. M.—Mooring.
K. W.
Kwangsang, 1428, Br. Capt. Woodgett.
Shanghai, J. M.
Prosper, 1376, Nor. Capt. Oesen.
Melbourne, Wm. Dunbar.
Mooring—C 41.
Batavia Maru, 2735, Jap. Capt. Hirai.
Sourabaya, O. S. K.—Mooring.
B 3.
Riojimi Maru, 2990, Jap. Capt. Nakao.
Sourabaya, Dodwell.
Mooring—A 6.
Nagato Maru, 4324, Jap. Capt. Tomitsu.
New York, N. Y. K.—Mooring—K. W.
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INWARD MAILS.

Shanghai—Per SHANTUNG.
17th Oct.
Manila and Australia—Per AKI MARU, 17th Oct.
Straits—Per TAMBA MARU.
18th Oct.
Japan—Per SHINRYU MARU.
19th Oct.
Europe via Negapatam—Per TOTOMI MARU, 19th Oct.
Japan—Per JEHANGIR, 19th Oct.
Straits—Per GREGORY APCAR.
20th Oct.
Straits—Per TOSAN MARU.
20th Oct.
Shanghai—Per SUNNING, 20th Oct.
U.S.A., Canada and Manila—Per EMPRESS OF JAPAN, 22nd Oct.

OUTWARD MAILS.

TO-MORROW.

Japan via Nagasaki—Per AKI MARU, 18th Oct., 10 a.m.
Philippine Islands—Per PROTESILAUS, 18th Oct., 11 a.m.
Macao—Per SUI TAI, 18th Oct., 130 p.m.
Macao—Per CHUN CHOW, 18th Oct., 430 p.m.
Shanghai and North China—Per CHENAN, 18th Oct., 5 p.m.

SUNDAY, 19TH OCTOBER.

Macao—Per SUI AN, 19th Oct., 830 a.m.
Hoilow & Haiphong—Per TAKSANG, 19th Oct., 9 a.m.
Shanghai, North China & Japan via Kobe—Per TAMBA M., 19th Oct., 9 a.m.
Swatow, Amoy and Fookchow—Per HAIHONG, 19th Oct., 9 a.m.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 19th Oct., 9 a.m.

MONDAY, 20TH OCTOBER.
Macao—Per SUI AN, 20th Oct., 830 a.m.

Weiheiwei, Chefoo & Tientsin—Per CHEONGSHING, 20th Oct., 1 p.m.

Japan via Kobe—Per FOOKSANG, 20th Oct., 4 p.m.

Macao—Per CHUN CHOW, 20th Oct., 430 p.m.

TUESDAY, 21ST OCTOBER.
Macao—Per SUI TAI, 21st Oct., 830 a.m.

Swatow and Bangkok—Per LU CHOW, 21st Oct., 9 a.m.

Shanghai and North China—Per SHANTUNG, 21st Oct., 11 a.m.

Philippine Is.—Per TAMING, 21st Oct., 2 p.m.

Macao—Per CHUN CHOW, 21st Oct., 430 p.m.

WEDNESDAY, 22ND OCTOBER.
Macao—Per SUI AN, 22nd Oct., 830 a.m.

Swatow, Amoy & Fookchow—Per HAITAN, 22nd Oct., 11 a.m.

Weiheiwei, Chefoo and Tientsin—Per KUEICHO, 22nd Oct., 2 p.m.

Java and Port Moresby via Sourabaya—Per TUIBODAS, 22nd Oct., 3 p.m.

Macao—Per CHUN CHOW, 22nd Oct., 430 p.m.

THURSDAY, 23RD OCTOBER.
Macao—Per SUI TAI, 23rd Oct., 830 a.m.

METEOROLOGICAL.

Previous.

Day On date On date.

at 2 p.m. at 6 a.m. at 2 p.m.

Barometer 29.85 29.92 29.16

Temperature 81 73 81

Humidity 61 60 52

Wind Direction E. E.N.E. F.

Force 3 2 3

Weather b. o. o. o.

Rain 0.04 0.00 0.00

High open air temperatures on the 16th 81

Low " " " 77th 73

H.K. Observatory, Oct. 17, 1919.

T. F. CLAXTON, Director.